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TWENTY-FOURTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS.

JANUARY, 1893.

NEBRASKA STATE
HISTORICAL SOCIETY

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Part I.

COMMISSIONERS' REPORT.

NEBRASKA STATE HISTORICAL SOCIETY

Commonwealth of Massachusetts.

The Board of Railroad Commissioners respectfully submits its Twenty-fourth Annual Report.

PROGRESS IN RAILROAD BUILDING.

The building of railroads was begun in this State in 1832. For the next thirty-eight years there were built on an average 38.82 miles of railroad a year, so that in 1870 we had 1,475.17 miles in operation. The stage of most rapid progress in construction was reached in 1871 and 1873, the increase being 130.60 miles in the former and 130.75 miles in the latter year. After the financial collapse in September, 1873, new work fell off again so quickly that, notwithstanding the large increase of mileage in the two years named, the average yearly gain for the whole period of ten years from 1870 to 1880 was only 41.79 miles, or hardly more than the average for the preceding period of thirty-eight years. In the next decade, 1880 to 1890, the decline was still more marked, the average length of new road falling to 19.58 miles a year. For the last two years, 1890-92, the net rate of increase has been but 3.02 miles* a year.

Without attempting to forecast the future, it may be said that, so far as new enterprises are concerned, railroad building in Massachusetts, if it has not passed its final stage, has been suspended now for nearly twenty years. Beyond the building of occasional branches and extensions in completion of existing railroad systems, new construction has practically ceased. The necessity for additional trunk lines has not been strong enough to enlist the investment of capital or to justify the cost

* Not including the Plymouth & Middleborough Railroad, which has been completed and put in operation since the close of the last railroad year, June 30, 1892.

of building ; and such necessity, so far as can be foreseen, is not likely to arise in the near future.

There are now built and in operation in this State 2,094.91 miles of railroad. While this is only about one and a quarter per cent. of the total railroad mileage of the United States, Massachusetts has more miles of railroad in proportion to its area than any other State except New Jersey, or any country except Belgium. Massachusetts has a mile of railroad for 3.85, New Jersey for 3.61, and Belgium for 3.48 square miles of territory.

The above figures, it should be noted, cover the length of main line and branches only. They do not include 833.88 miles of double track and 1,115.07 miles of side tracks, making the present total length of railroad track in this State 4,043.86 miles.

RAILROAD CONSOLIDATION.

There is probably no question of general railroad policy on which there has been within recent years so radical a change of public opinion, as on the consolidation of independent railroad lines under one corporate control. The reversal of the policy of legislation in this regard has been equally marked.

The time is within easy recollection when the granting of special charters for the building of parallel and competing lines was the generally accepted method of securing better railroad facilities and protecting the public against extortionate railroad charges. As the counterpart of this policy, the consolidation of competing lines was deprecated as wrong in principle, and as practically tending to destroy the most effective if not the only safeguard against railroad oppression. The consolidation even of continuous railroads was regarded with almost equal apprehension by the communities along their lines and at their terminal points, and in some instances was persistently opposed as involving the sacrifice of local interests for the more remote and questionable advantages of through traffic. It was the popular style to declaim against large and strong railroad organizations as hostile to the interests of the people, and to denounce those who controlled them as if it were their chief aim and function to buy or intimidate legislatures and to override the public.

Whatever may be the true policy with respect to continental systems of transportation, competition on a narrower scale, between lines of limited extent and scope, has failed to accomplish its expected results, and has been practically abandoned by legislatures and the public as a theory and method of railroad regulation. It has tended beyond question to unwise and unprofitable railroad construction, to the building of badly located and superfluous lines for strategic purposes, and to the costly and inconvenient duplication of stations and terminal facilities. A temporary reduction of rates has usually been followed by a combination for the division of business at competing points, and for the maintenance of rates high enough to pay dividends on the cost of both roads.

Other things being equal, experience has amply shown that long railroad lines are operated with greater convenience to the public than short lines, and that as a rule strong railroad corporations furnish a better and cheaper service than weak corporations. The announcement that an agreement has been reached for the union or joint operation of two or more roads within the State, or of roads within the State with those without, is therefore, with rare exceptions, no longer received with a grave apprehension of loss or prejudice to the interests of the public, but rather with the expectation of larger facilities for freight and passenger traffic, better stations and equipment, more stable and liberal rates, greater ability and higher standards of management, and a generally improved railroad service.

The strong tendency towards the consolidation of railroad lines in this State is best shown by a statement of what has already been done in this direction. Twenty years ago, in 1872, there were no less than 36 independent corporations engaged in the construction and operation of as many different railroads in Massachusetts. Eight of those corporations, whose names appear in the following table, and which in 1872 operated only 735 out of the 1,658 miles of railroad then built, now operate 2,013 out of a total of 2,095 miles. The remaining 82 miles, about half of which is narrow gauge, are divided between eight other minor companies, whose roads are mostly detached or purely local lines.

The eight corporations named in the table may therefore be

said to have absorbed substantially all the other railroad lines which were in operation in 1872 and which have since been built, and to be now doing the railroad business of the State. It will also be seen in the table how largely these same companies have in the mean time increased their total mileage, including that without the State.

Comparative Number and Mileage of Operating Companies in 1872 and in 1892.

RAILROAD COMPANIES.	IN 1872.		IN 1892.	
	Total Mileage Operated.	Mileage in Mass.	Total Mileage Operated.	Mileage in Mass.
Boston & Albany,	268.28	211.65	388.73	332.10
Boston & Maine,	144.00	75.00	1,210.03	474.62
Connecticut River,	55.85	55.85	79.85	55.93
Fitchburg,	93.32	83.95	436.32	238.09
New London Northern,* . .	115.50	59.50	100.00	55.00
New York & New England, .	205.40	113.40	508.02	147.29
New York, New Haven & Hartford,	78.50	5.88	605.08	149.84
Old Colony,	146.41	130.19	603.22	560.11
Totals, 8 above companies, .	1,107.26	735.42	3,931.25	2,012.98
28 other companies in 1872, .	1,306.05	922.45	—	—
8 other companies in 1892, .	—	—	99.78	81.93
Totals, all companies, . .	2,413.31	1,657.87	4,031.03	2,094.91
Average, 36 companies in 1872, .	67.04	46.05	—	—
Average, 16 companies in 1892, .	—	—	251.94	130.93

* Leased to and operated by the Consolidated Railroad Company of Vermont.

RAILROAD ADMINISTRATION.

It is evident, from what has been said, that the railroad questions which now most nearly concern the people of Massachusetts are not those of railroad construction, but of railroad administration. They do not relate to the building of new and additional lines, but to the proper working of the railroad systems which already exist. It is important, therefore, to find out, and to secure if may be, that kind of railroad

administration which is likely to be attended with the best results to the public, and to the railroad corporation as well.

It is conceded that the management of any considerable railroad system calls for large organizing and executive ability. No department of business enterprise, perhaps, demands or gives scope for larger. But ability of this sort is not the only requisite for the highest order of railroad administration. A railroad corporation is a public as well as a private corporation. In strict legal definition it is a private corporation, because its shares of stock are held in whole or in part by private persons. It is a public corporation in the larger sense that it is created and vested with extraordinary powers by public authority, is subject in important respects to public control, and holds its franchises and property in trust for public uses.

The administrator of a railroad system is therefore charged with a public as well as a private trust; and no man who has not, in addition to mere business ability, the instinct and capacity to administer a public trust, can be in any high degree a great or successful railroad manager. In the execution of the private trust, he is bound to have due regard to the interests of the stockholder. A railroad corporation is not a corporation for charitable uses, and the stockholder is entitled to a fair return on his investment. In the discharge of the public trust, he must be quick to see and ready to provide with wise and liberal forethought for all the public needs and interests which the railroad is intended to subserve. There is fortunately no incompatibility between the two duties. One and the same line of policy leads to the highest success in the discharge of both.

It is a narrow-minded and mistaken policy which, with an eye to the interests of the stockholder, endeavors to get the most money out of the public in return for the least and poorest service. No management is worse in the long run for the stockholder as well as the public, unless it be a management which, really caring nothing for either, concerns itself chiefly with the manipulation of the securities of the corporation, exhibits more or less net earnings and declares larger or smaller dividends with a view mainly to the effect on the market value of the shares, and goes out of office with the next deal in the stock as it came in with the last. A road managed

on either of these plans deserves and is bound to grow poorer instead of richer, and sooner or later is destined to come to the hands of the receiver, or to be swallowed up, with manifest advantage to the public, by some better managed and stronger corporation.

On the other hand, from the stand-point of the stockholder as well as that of the public, the wisest and most successful railroad administration is that which to the limit of its ability gives to the public the best service on the most liberal terms. The corporation which adopts the highest standards for the construction, equipment and operation of its road, which is the most ready to respond to the constantly growing demand for larger and better commercial facilities, which makes most ample provision for the convenience, comfort and safety of travel, which is content with fair and ordinary dividends on its shares, and is willing to expend a just proportion of the moneys received from the public in outlays for the public benefit, — most surely attracts business and population to its lines, and creates the traffic from which its growing revenues are derived. At the same time it gains the good-will and co-operation of the public, — an item of no small account in the assets of a railroad company.

It may be laid down, then, as the law which lies at the foundation of the best and most successful railroad administration, that the corporation which with the most intelligence, and in the broadest and most liberal spirit, shapes its policy and directs its energies to the promotion and development of the interests of the public, the most surely and permanently advances and secures its own interests.

This is not a mere ideal standard or theory of railroad administration which must await some future millennial period in railroad history for its realization. In greater or less degree, and in increasing measure, it is already finding practical illustration in the management of some of the railroads in this State, to the manifest gain of the public, and with corresponding benefit to the corporation. With respect to other roads, it cannot be said to have had as yet a perceptible influence in liberalizing the spirit and elevating the standards of management. Its adoption to any extent marks a distinct advance in the policy and methods of railroad administration. Further

progress in this direction will not be best secured by means of direct compulsory legislation, but will rather be the outcome of agitation and discussion, of the pressure of public opinion, of a larger intelligence and more enlightened spirit in railroad management, and a more thorough conviction that the interests of the corporation and the public interests lie along the same line of policy. With the full and general adoption of the law or principle of railroad administration which has been indicated, the so-called railroad problem will have found its best and only complete solution.

UNION STATION AND GRADE CROSSINGS ON THE NORTH SIDE OF BOSTON.

The problem how to abolish the grade crossings of the railroads entering Boston on the north, and to bring the several railroads across Charles River into one union station, has been before the railroad corporations, the legislature and the public, in one form or another, for more than forty years. As long ago as 1849, under a resolve passed by the legislature, Mr. E. A. Chesbrough, an eminent civil engineer, was appointed to investigate and report upon the feasibility of abolishing the grade crossings of railroads in or near Boston, including those on the north side. He reported to the legislature in 1850 (Senate document 15) a plan for avoiding the grade crossings, but nothing ever came of it.

In 1854 a commission was appointed by the State to report a plan for avoiding the same grade crossings. That commission was composed of Nathan Hale, Reuben A. Chapman and Samuel A. Eliot, who were among the most sagacious, progressive and public-spirited citizens of the Commonwealth. While they probably did not fully realize what would be the growth of the city and the traffic of the railroads, they saw the increasing danger and annoyance which must result from a continuance of the grade crossings, and reported a plan for eliminating them. The report was made to the legislature of 1855, and printed in House document 143, and that was the end of it. That legislature was not prepared to act on a subject of this nature and importance, and the railroad companies ignored it.

By the Acts of 1870, chapter 301, the Board of Harbor

Commissioners and the Board of Railroad Commissioners were instructed “to confer with the authorities of the city of Boston and the officers of the several railroad corporations owning or operating railroads which enter said city at its north side, and to report to the next legislature upon the feasibility of maturing some definite and comprehensive plan for the future accommodation of said railroad corporations, both as regards the wants of navigation and terminal facilities in Boston; and also to report a draft of such plan, if any shall appear to them feasible.” That joint commission, with the aid of Prof. Whiting, engineer of the Harbor Commissioners, and Gen. Foster, U.S.A., then in charge of the national work in Boston harbor, considered the subject at great length. As instructed by the act, they reported a definite and comprehensive plan for the future accommodation of the railroads, the wants of navigation and terminal facilities. The report was submitted to the legislature in 1871 and printed in Senate document 179. It was a scheme of great magnitude and expense. It conflicted with the immediate interests of the railroad corporations and of some other parties, but in the end would be of great advantage to all. There was, however, no interest strong enough to push it, and in view of the great cost the legislature was unwilling to grapple with it. On the 12th of May it was referred to a special committee, and two legislative days afterwards the committee reported that the matter be referred to the next legislature. In 1872 it was taken from the files and forthwith again referred to the succeeding legislature, and from that time it has slept on the files of the Senate.

In 1886 and 1887, as more fully stated in the last annual report of the Board, three legislative acts were passed which together made elaborate provision for the construction of a union passenger station for the use of all the railroads entering Boston on the north, and for the avoidance of the grade crossings in question. The Boston & Maine Railroad, which promoted this legislation, was expressly required to prepare and submit plans for the whole work, and to complete the station and its approaches by July 1, 1892. The time has expired and nothing has been done.

During all these years the traffic on the railroads, the river and the highways has been steadily increasing, and the neces-

sity for some change by which the railroad and highway grade crossings may be avoided, the obstructions to navigation in a measure removed, and better station accommodations secured, has grown year by year. In 1891 the Board, impressed by this growing necessity, made a careful study of the problem, and caused a plan to be prepared by Mr. Thomas Doane, a civil engineer who had given much consideration to the subject, and was especially familiar with the requirements of the railroads and the necessities of business and travel in that part of Boston. The plan was submitted and explained in the last annual report of the Board, pp. 37-48.

It is worthy of note that the engineer of the Rapid Transit Commission, in the report of that commission, presented a plan for a union station with elevated approaches across the river, and for the elimination of the grade crossings, substantially like the plan of Mr. Doane; and that without any consultation or knowledge on the part of either of the work or views of the other. This concurrence of able engineers gives greater weight to the plan proposed.

It would seem reasonable to expect that these repeated recommendations, all tending in the same direction, covering so long a series of years and sustained by such weight of opinion, should at last result in the realization of some comprehensive plan for a union station, the elimination of grade crossings both of railroads and highways, the improvement of navigation and an increase of traffic facilities ample for present and future needs.

In the face of these reports and plans, in disregard of the urgent public demand for effectual and final relief from the inconvenience, discomfort, delays and dangers so long endured, and with an apparent want of comprehension of the possibilities of the future, the Boston & Maine Railroad now proposes to adopt a mere makeshift, or at best half-way plan, for relieving as far as may be the overstrain upon the capacity of the present passenger stations, — a plan which, without touching the radical faults of the existing terminal system as a whole, aims at a partial and temporary cure of only one of its defects, fails to meet the pressing necessities of the present and far less to provide for those of the future, and postpones, no one can tell how long, the adoption of a plan commensurate with the

public wants and worthy of the enterprise of a great railroad corporation.

It is not to be expected that one railroad company should undertake to carry out on its sole account an improvement which embraces and would benefit other large corporate interests, and which in some of its features must be also a general public improvement; and which would therefore involve a large expenditure for something more than its own needs. The wise and comprehensive plan for the improvement of terminal facilities, navigation and easy transit on the northerly side of Boston, concerns not only the railroads there located, but the cities of Boston, Cambridge and Somerville, and the general public as well. It will be a work of great magnitude and large cost. The inhabitants of those cities and the entire public would share with the railroads in the benefits of the improvement if carried out on an adequate scale; and the cities and the Commonwealth should co-operate with the railroads in making the improvement, and should bear an equitable portion of the cost.

By the act of 1890, which makes general provision for the abolition of grade crossings of railroads with highways, the Commonwealth has undertaken to pay from the public treasury at least a quarter part of the expense incurred in the removal of any such crossing. By a special act of the last legislature, a more liberal share than this was assumed by the Commonwealth in dividing with the railroad company and the city the expense of raising the tracks of the Providence division of the Old Colony Railroad so as to eliminate certain highway grade crossings on the south side of Boston.

A similar division between the railroad companies, the three cities concerned and the Commonwealth, of the cost of carrying out a comprehensive plan of improvement, such as has been indicated, on the north side of Boston, might also be provided for. There is a greater public necessity for the latter than for the former improvement; and in view of the fact that the general public would derive larger benefits, and that the interests of navigation and the preservation of the harbor would also be promoted, the Commonwealth might justly bear a larger proportion of the cost.

With such equitable division, the railroad companies would not probably be required to make a much larger expenditure for a great and permanent improvement, adequate to their wants and those of the public for the future as well as the present, than they will be compelled to incur in eking out their present terminal facilities by the piecemeal improvements required to meet, from time to time, the absolute necessities of their traffic. Taking into account the greater safety, convenience and economy with which they would be enabled to conduct their business, and the larger opportunities for its development and growth, the wiser plan will be the cheaper in the end.

REGULATION OF RATES.

The average passenger fare per mile in this State twenty years ago, in 1872, was 2.43 cents. It is now 1.83 cents. The average freight rate per ton mile in 1872 was 2.81 cents, and is now 1.36 cents. It is of interest to inquire how, and under what policy of legislative regulation, these very gratifying reductions have taken place.

Under the laws of this Commonwealth, a railroad corporation may establish for its sole benefit fares, tolls and charges upon all passengers and property conveyed or transported on its railroad, at such rates as may be determined by its directors; but such fares, tolls and charges are at all times subject to revision and alteration by the general court, or by such officers as it may appoint for the purpose, anything in the charter of the corporation to the contrary notwithstanding. (Pub. Stats., chap. 112, sect. 180.)

The cases in which the general court has undertaken by statute to exercise this reserved power of regulation are not many. It has enacted that there shall be no discrimination in freight charges by giving one person an undue or unreasonable preference or advantage over another. (Pub. Stats., chap. 112, sect. 188; Stats. of 1882, chap. 225.) The charge for the transportation of freight from the same original point of departure must not be more for a shorter than for a longer haul in the same direction. (Pub. Stats., chap. 112, sect. 190.) A railroad company is compelled to carry the mails at a price fixed by court commissioners if not agreed with the post-office department. (Pub. Stats., chap. 112, sects. 184-6.) A

corporation whose road runs out of Boston must provide in certain cases cheap morning and evening week-day trains, known as workingmen's trains, and must sell yearly and quarterly tickets for such trains at specified rates. (Pub. Stats., chap. 112, sect. 183.) A fare paid on a train must not exceed by more than ten cents the office price of a ticket, and the excess is to be repaid. (Stats. of 1883, chap. 32.)

The above are all the instances now recalled in which freight or passenger rates are fixed or regulated in this State by specific provisions of law, — unless the acts passed by the last legislature, prohibiting free passes for certain public officials (Stats. of 1892, chap. 59), and providing for interchangeable mileage tickets (chap. 389), are to be classed in this category.

Nor has the general court delegated to the Board of Railroad Commissioners, or other public officers, any general power to alter or fix rates. The authority of the Board in this respect is in fact limited to the fixing of rates for the carriage of milk by the can, such as it deems to be fairly proportionate with the rates fixed by the railroad company for the transportation of milk under contract or in large quantities. (Pub. Stats., chap. 112, sects. 192-4.) The Board has undertaken to use this single power in but two instances, and the proper construction of the sections just above cited, and the validity of the later decision of the Board (see twenty-third annual report, p. 146), are now in litigation in the courts. By a special act (Stats. of 1885, chap. 338), the Board was empowered to fix freight rates on the Housatonic Railroad, that company having failed to comply with its recommendation to reduce them. That statute and the order of the Board under it, so far as they related to rates to points beyond the State line, the main thing in controversy, were held to be in conflict with the Constitution of the United States, which gives to Congress the exclusive power to regulate "commerce between the several States," and to be invalid. *Commonwealth v. Housatonic Railroad Co.*, 143 Mass. 264.

The legislature has, however, placed in the hands of the Board a more persuasive and effective appliance for the regulation of rates than legal compulsion, — that of investigation, criticism and publicity. Upon complaint or otherwise, it is made the duty of the Board, whenever it deems that a change

in the freight or passenger rates on any railroad is reasonable and expedient in the public interest, to inform the corporation in writing of the changes which it considers to be proper; and to publish the proceedings in its next annual report. (Pub. Stats., chap. 112, sect. 16.) The formal recommendation of the Board, after notice and a public hearing, for an alteration or reduction of rates, has very rarely been disregarded; and, upon calling attention to alleged grievances, its suggestions have often been adopted without any formal proceedings. Apart from the sensitiveness to a public and official imputation of unjust or excessive charges, and the probability that any reasonable recommendation of the Board would be enforced by the legislature, there has been, as a rule, on the part of the railroad companies a disposition to make such concessions in rates as upon examination were found to be just and fair.

The power of the legislature, either directly or by delegation, to regulate and prescribe the rates for the transportation of persons and property within the State is beyond question. The limit of the exercise of this power is that the prescribed rates must be reasonable. They cannot be fixed in such manner or on such scale as to deprive the railroad corporation of a reasonable profit on its invested capital while other invested capital is permitted to receive such return; and thus to deprive the corporation of the equal protection of the laws. Whether or not rates are in this sense unreasonable is a question for judicial determination.

The fixing of reasonable rates is not a simple problem. They cannot be properly adjusted by any mere rule of thumb. The actual cost of transportation per passenger or ton of freight per mile is a complex question, depending on varying conditions, the volume of traffic being an important factor. What is a reasonable rate on one road may be quite unreasonable on another road, or on a different section of the same road. A uniform cast-iron rate must be necessarily inequitable. A uniform maximum rate, if so fixed as to involve a reduction of higher rates, invites and sanctions a raising of lower rates, and may work as great injustice to the public on one side of the line as to the railroads on the other. Rates based on the current market value of railroad shares, or on percentage of dividends declared, or on earnings per mile of road, must be

unstable as well as arbitrary, and, as applied to many lines of road, inequitable for the public as well as the railroad company.

The legislature of this State, as already shown, has not deemed it expedient or found it necessary to enter upon a course of aggressive compulsory legislation for the regulation or reduction of rates. It has not renounced the right, but has wisely reserved its exercise for cases of persistent injustice or extortion, whenever such should arise. There has been no railroad war in this State on the question of rates, such as has been waged and is still waging in some of the so-called granger States with doubtful success or advantage to either side, and which in its progress has enkindled and kept alive a mutual feeling of bitter hostility between the people and the railroads as unfortunate for the one as for the other.

Massachusetts has every reason to be satisfied with the results of the policy which her general court has chosen to pursue. According to the last published statistical report of the Interstate Commerce Commission, the average passenger fare per mile for the whole of New England is 1.91 cents. In Massachusetts, as already stated, it is 1.83 cents. For the Middle States it is 2.03 cents, and for all other sections of the United States the rates are still higher. Passenger fares are therefore as low, and probably lower, in Massachusetts than in any other State. Her closest competitors for the first position are those New England States which have pursued a policy most like her own.

The lowest average freight rates per ton mile are of course to be found in those States through which passes the greatest proportionate bulk of long-haul freight on its way from the interior to the seaboard. It is safe to say that the rates are not lower in any other State whose freight business as a whole is similar in character to that of Massachusetts. The most sanguine railroad reformer would hardly have ventured to predict, twenty years ago, a reduction from 2.81 to 1.36 cents per average ton mile, or 52 per cent. On the Fitchburg Railroad, of which the Hoosac Tunnel is now a part, and whose traffic consists in largest proportion of through business from the West, the average rate per ton mile is only 0.93 of a cent.

THROUGH RATES FROM THE WEST.

An important change in favor of Boston and New England has recently been made in the rates on freight from the West. For the last twenty-three years, or since 1869, all east-bound rates over the trunk lines on the lower and more common classes of freight, including grain, flour, meats and other food products, have been computed on the basis of the rate to New York. There has been an arbitrary addition to the New York rate of 5 cents per 100 pounds on goods destined to Boston and other New England points, and an arbitrary deduction from the New York rate of 2 cents per 100 pounds on goods destined to Philadelphia, and 3 cents per 100 pounds on goods destined to Baltimore or Newport News. This differential has remained the same, whether the rate to New York was high or low. When, therefore, the rate to New York has been 50 cents, Boston and New England consumers have been charged 10 per cent. more than New York consumers; and when the rate to New York has been 20 cents, 25 per cent. more.

For some years prior to the enactment by Congress of the interstate commerce law, this excess of rate on goods destined to Boston was in great measure absorbed by the active competition between the railroad lines, so that the difference between the rates to New York and Boston was more nominal than real; but after the passage of that act in 1887, the full differential was insisted on and enforced by the railroads. Proceedings were thereupon instituted and have been vigorously pushed before the Interstate Commerce Commission, upon the complaints of the Boston Chamber of Commerce and other parties, with a view to the abrogation of this discrimination. The commission at first refused to grant any relief; but after hearing the later complaints reconsidered its decision, and in April last decided that the differential to Boston, instead of being an arbitrary addition of 5 cents per 100 pounds, ought to be an addition of 10 per cent. to the current rates to New York from the several points of shipment in the West, — that is, if the current rate from Chicago to New York were 25 cents, the differential to Boston should be $2\frac{1}{2}$ cents; and if the current rate from St. Louis to New York

were 30 cents, the differential to Boston should be 3 cents; and so on. This proposed change was highly unsatisfactory both to the railroads and to shippers. The commission delayed issuing an order to fix the rates in accordance with its decision until the roads interested should have had time to show cause why it should not be done. In the mean time, on the 15th of August last, the trunk lines voluntarily reduced the differential to Boston to 2 cents per 100 pounds, instead of 5 cents, as before.

This reduction, though less than claimed, and far from being entirely satisfactory to Boston and New England merchants, is to be regarded as a valuable concession and the most important change in through rates from the West that has occurred for years. The west-bound rates from Boston, and the east-bound rates to Boston on goods for export to foreign ports and for coastwise shipment to points east of Portland, remain as they were before, — the same as the corresponding rates from and to New York.

During the last year the Boston & Maine Railroad has built upon its Mystic River terminal grounds an elevator with a capacity of 1,500,000 bushels. By this and other additions to existing facilities for the transportation and handling of the products of the West and the interior, both for export and for domestic use, and by new trunk-line connections, it may be expected that the commerce of Boston and New England will be sensibly increased, and the present rates still further reduced.

INTERCHANGEABLE MILEAGE TICKETS.

The following statute, entitled “An Act to require railroad corporations to provide mileage tickets which shall be accepted for passage and fare upon all railroad lines in this Commonwealth,” was passed at the last session of the legislature: —

[CHAPTER 389]

SECTION 1. Every railroad corporation operating within this Commonwealth shall provide and have on sale, for twenty dollars, mileage tickets representing one thousand miles, which shall be accepted and received for fare and passage upon all railroad lines in this Commonwealth, as well and under like conditions as upon the line or lines of the corporation issuing such ticket.

SECT. 2. Such tickets or any part thereof shall be redeemed by each corporation issuing the same, upon presentation by any other railroad corporation.

SECT. 3. On petition of any railroad corporation included within the provisions of this act, filed with the railroad commissioners, asking that it may be exempt, or that any other railroad be excluded from the provisions of this act, said commissioners may in their discretion exempt or exclude such railroad from the provisions of this act, if in their judgment the public welfare or the financial condition of the road require or demand it.

SECT. 4. This act shall take effect on the first day of October in the year eighteen hundred and ninety-two.

The Grafton & Upton and the Hoosac Tunnel & Wilmington railroad companies, upon their several petitions, were exempted by the Board from the provisions of the act. The Boston, Revere Beach & Lynn Railroad Company also asked to be exempted, but its petition was not granted.

As the time approached for the act to take effect, it was learned that the validity of its provisions was questioned by the railroad companies in general, and that for this reason its terms would not probably be complied with. As soon as practicable after the act took effect, facts tending to show such non-compliance on the part of several of the railroad companies were ascertained by the Board or brought to its knowledge, and notice was thereupon given to the companies in accordance with section 15 of chapter 112 of the Public Statutes. The companies still continuing their neglect to comply with the provisions of the act, the Board forthwith presented the facts to the Attorney-General, who thereupon instituted against the leading railroad corporations of the State, in the supreme judicial court, proceedings of such a character as to test fully the validity of the act, and to compel a compliance with its provisions, if held by the court to be valid; and these proceedings are still pending.

As this act did not originate with the Board, and its provisions have not been considered in previous reports, the Board, if otherwise disposed, would not deem it proper to discuss the act, in its legal or other aspects, while it is under consideration by the judicial department of the Commonwealth.

PASSENGER-CAR HEATING.

By chapter 249 of the Acts of 1891 it was made unlawful, under a penalty of five hundred dollars, for any railroad corporation in this State, after November 1, 1892, to heat its passenger cars by a stove or furnace in or suspended from the car, unless temporarily necessary in case of special emergency ; with a discretion in the Board to grant from time to time necessary and reasonable exemptions from the requirements of the act.

The Board in a few instances has granted such exemption for the present winter in the case of passenger cars run in mixed trains on certain branch or local roads, it being impracticable in such case to heat the passenger car, which is placed for greater safety in rear of the freight cars, by steam from the locomotive. In a few other cases temporary exemption has been also granted for special reasons. In all of these cases the use of heaters such as have heretofore been duly approved by the Board is expressly required.

Shortly after the prohibition took effect, a circular was sent to the several railroad companies operating in this State, to ascertain how far they were complying with the provisions of the act. It appears from the responses to this circular that substantially all the passenger cars intended for cold-weather service are now equipped for heating by steam from the locomotive, and that no car, not exempted as above, which is not so heated is now being used in regular passenger service.

This reform in the methods of car heating, which was at first and for years so strenuously opposed as impracticable or as too expensive, may therefore be said to have been substantially accomplished in this State, and the most dreaded source of danger, in case of collision or other train accident, to have been very nearly eliminated. It is to be expected that fewer exemptions will be asked for or granted hereafter. Except possibly in the case of mixed trains on a few unimportant lines of travel, there will be no good reason why the law should not be strictly enforced after the present exemptions expire.

UNIFORMITY IN LOCOMOTIVE AND CAR EQUIPMENT.

In June last the Board appointed and gave public notice of a time for the biennial examination and test of the forms of

automatic or other safety couplers for freight cars, as required by chapter 242 of the Acts of 1886; but no form of coupler, either new or old, was submitted for such inspection and trial.

The questions relating to the introduction and use of such couplers, and to the adoption in the construction or equipment of locomotives and cars of certain other mechanical appliances and devices hereinafter mentioned, with a view not only to the greater safety of public travel but more especially to the protection of railroad employees from injury, have been carefully discussed in previous reports of the Board. Hardly any questions pertaining to railroad operation have received for some years past, both in their practical and humane aspects, so much attention in railroad circles and from the general public. They have by no means reached as yet their full practical solution, and have grown in interest with the growth of railroad traffic and employment.

The increase from year to year in the number of deaths and injuries in this country from railroad accident is shown in the following table, which is based on the reports of the Interstate Commerce Commission for the four years ending June 30, 1888 to 1891:—

Railroad Accidents in the United States, 1888 to 1891.

CLASS.	1888.		1889.		1890.		1891.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Employees, .	2,070	20,148	1,972	20,028	2,451	22,396	2,660	26,140
Passengers, .	315	2,138	310	2,146	286	2,425	293	2,972
Other persons,	2,897	3,602	3,541	4,135	3,598	4,206	4,076	4,769
Totals, .	5,282	25,888	5,823	26,309	6,335	29,027	7,029	33,881

The corresponding figures for this State, while they do not show, considering the expansion of railroad business, a marked increase of fatal and other accidents, do not indicate any material abatement of the risks of railroad employment and travel.

Railroad Accidents in Massachusetts, 1888 to 1891.

CLASS.	1888.		1889.		1890.		1891.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Employees, .	80	311	61	254	68	320	67	341
Passengers, .	18	99	9	49	38	133	39	95
Other persons, .	148	126	165	114	144	125	162	122
Totals, .	246	536	235	417	250	578	268	558

Nearly ten thousand employees are killed or injured annually in the United States while coupling or uncoupling cars, and about four thousand more by falling from engines and trains. A large percentage of the injuries to passengers as well as employees is also due to the want of more effective brake appliances for the control of trains in motion.

Uniformity is almost the first essential in the equipment of engines and cars, with a view to the prevention of these accidents. It is held, by some of those most competent to judge, that a return to the old link and pin would be far better than a continuance of the present chaotic state of things as regards couplers. The daily trips of many locomotives cross one or more State lines, and the freight cars of one railroad are continually hauled over the tracks and coupled with the cars of nearly all other railroads.

Each State can control railroad operations within its own limits, but not beyond. The exclusive right of Congress to regulate commerce among the several States includes the control of interstate railroad traffic. The railroad commissioners of many of the States have therefore joined with the Interstate Commerce Commission in an effort to secure the passage by Congress of some act looking towards, and requiring within a reasonable time, the adoption of certain uniform appliances and devices in the construction and equipment of engines and cars used in interstate traffic, and thereby practically compelling their adoption and use in the several States. The President has also repeatedly urged the necessity for such legislation in his messages to Congress.

A bill of this character was reported in June last from the committee on interstate and foreign commerce, in the national House of Representatives, by Mr. O'Neill, a representative from this State. The bill passed the House without a division. It was referred in the Senate to the committee on interstate commerce, and was reported back by Mr. Cullom somewhat modified in its provisions, but without change in its general scope and intent. The amended bill is now on the Senate calendar. There is said to be some doubt in regard to the enactment of this or any similar bill by the present Congress.

As indicating, however, the present tendency of official and public opinion in regard to the character and scope of the national legislation which is to be desired, it may be well to state the substance of the provisions of the bill, as reported in the House by Mr. O'Neill. Omitting minor details, the bill proposes the following regulations in respect to interstate railroad traffic: —

1. *Locomotive Brakes.* Every new locomotive, after July 1, 1893, is to be equipped with power driving-wheel brakes; and all locomotives, after July 1, 1895, are to be equipped with such brakes so arranged as to be operated in connection with the train-brake system.

2. *Freight-car Brakes.* Every new or repaired freight car, after July 1, 1895, is to be equipped with brakes for each wheel, and with train-brake apparatus which can be worked from the locomotive; and all freight cars, after July 1, 1898, are to be so equipped.

3. *Freight-car Couplers.* All railroad companies engaged in interstate traffic are to report to the Interstate Commerce Commission, by July 1, 1893, their opinions in regard to the best type of automatic freight-car couplers; and if companies owning seventy-five per cent. of the freight cars owned by all the companies so reporting are agreed upon a type, that type is to be the uniform standard type of freight-car coupler. In case of failure so to agree, the Interstate Commerce Commission is to designate the standard type, by January 1, 1894, and to give public notice of its selection. Every new or repaired freight car, after July 1, 1895, is to be equipped with automatic couplers of such standard type; and all freight cars, after July 1, 1898, are to be so equipped.

4. *Hand-holds.* After July 1, 1893, all freight cars are to be provided with secure hand-holds or grab-irons on the ends and sides of each car, for greater security of employees in coupling and uncoupling.

5. *Height of Draw-bars.* The American Railway Association is authorized to determine and certify to the Interstate Commerce

Commission a standard height of draw-bars for freight cars, and the maximum variation for empty and loaded cars; and, in case of its failure to do so, the Commission is to designate the same. Every new or repaired freight car must thereafter conform to such standard height and variation; and all freight cars, after July 1, 1893, must so conform.

A penalty of one hundred dollars is provided for each violation of any provision of the act, after such provision shall have taken effect; and no employee is to be deemed guilty of contributory negligence by reason of continued service after knowledge of such violation.

One of the conspicuous merits of the above bill* is that it does not propose to compel the immediate adoption of specified forms or types of coupler or other safety appliance, but allows time for their selection or designation, in which the railroad companies are to have a voice, and gives opportunity for their gradual introduction, and the distribution of the cost over a term of years. The thing aimed at is uniformity in the end, rather than enforced haste in the change; and the fixing of uniform standards and methods of equipment will do more than anything else to expedite the change.

Many of the railroad companies are making and have already made substantial progress in the directions indicated. Other companies will be compelled by the necessities of traffic, if not by public pressure, to follow in their lead. The voluntary adoption of the proposed safeguards in advance of the dates suggested in the bill would be more than probable; and uniformity would thus be secured in the most desirable way.

ELECTRICITY AS A MOTIVE POWER.

A brief but significant act (chapter 110) was passed by the last legislature, by which railroad corporations "are authorized to operate their railroads by electricity." This statute suggests the possibility of a revolution in the methods and economy of railroad operation. No one can venture to predict how soon the change may come, or to assert that it will not come at all.

Electricity has not yet been adopted on any railroad in this State as a substitute for steam, or as an auxiliary motive

* The bill agrees in its scheme and in many of its provisions with a bill prepared by Hon. George G. Crocker, late chairman of this Board, and submitted to the Convention of Railroad Commissioners held at Washington in April last.

power. The feasibility of its use in whole or in part is known to have been in the thoughts of some of our railroad managers ; but the only official utterance which has been noticed was in the last annual report of the directors of the New York, New Haven & Hartford Railroad Company, in which it is said : “ If electricity as a motive power becomes commercially practicable, the two interior tracks of the four now in process of construction between New York and New Haven, with their improved grades and alignment and absolute freedom from grade crossings, will prove especially adapted for its use.”

RAILROAD BRIDGES.

Prof. George F. Swain, of the Massachusetts Institute of Technology, has continued to render valuable assistance to the Board in all matters involving scientific and mechanical questions. His report, as engineer of the Board in special charge of the department of railroad bridges, for the year 1892, is as follows : —

Boston, December 31, 1892.

Massachusetts Board of Railroad Commissioners, Hon. JOHN E. SANFORD, *Chairman*.

GENTLEMEN : — I beg leave to submit the following report regarding the condition of the railroad bridges in the State, and the work that has been done upon them during the past year.

According to the statute providing for the inspection of railroad bridges, biennial reports regarding their condition were required to be submitted to your Board by the different railroad companies, giving the results of an inspection made by some competent and experienced engineer. These reports were due in November of last year, and at the date of my last report to you, December 31, 1891, most of these reports had been received. During the past year these reports have been carefully examined and compared with previous ones, and many of the structures have been examined in the field. A careful record is kept in this office of the condition of each bridge, and of any changes made in it from time to time.

Number and Description of Railroad Bridges.

I present herewith, in Table I, the usual statistics regarding the bridges of the various kinds on the different roads. As in my previous reports, in this table each span of truss bridge, plate girder or wooden stringer resting on masonry supports, is counted as a bridge, while wooden trestles or pile bridges are counted as but one bridge each, irrespective of their length. The numbers in this table change somewhat from year to year, owing to the filling up or abolition of old bridges and the building of new ones.

TABLE I.

RAILROAD.	Pile Bridges.	Wooden Trestles.	Wooden Stringers.	Braced or Trussed Stringers.	Wooden or Combination Trusses.	Stone or Brick Arches.	I-Beams.	Plate Girders.	Iron Riveted Trusses.	Iron Pin-connected Trusses.	Rails.	Pin-connected Iron Swing Bridges.	Iron Folding or Jack-knife Draws.	Pratt, Howe or Wooden Jack-knife Draws.	Plate (Truss) Swing Bridges.	Trussed Beam Swing Bridges.	Howe Truss Swing Bridges.	Total Spans Stone Bridges.	Total Wooden and Combination Bridges (fixed spans).	Total Iron Bridges (fixed spans).	Total Movable Bridges.	Grand Total.	Total Length of Pile and Trestle Bridges (approximate).
Boston & Albany,	8	2	4	2	16	49	46	50	66	-	-	-	2	2	-	-	-	49	32	162	4	247	3,335
Boston & Maine,	47	6	90	14	17	35	47	81	57	14	-	1	-	11	-	1	-	35	173	200	14	422	17,110
Boston, Revere Beach & Lynn,	6	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	7	-	2	9	8,603
Connecticut River,	-	-	-	2	1	11	1	21	12	7	-	-	-	-	-	-	-	11	3	41	-	55	-
Fitchburg,	6	9	3	4	18	22	17	103	4	27	-	-	-	1	-	-	-	22	40	151	1	214	4,428
Grafton & Upton,	1	-	3	-	1	1	-	1	-	-	-	-	-	-	-	-	-	1	5	1	-	7	50
Hoosac Tunnel & Wilmington,	-	3	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	10	100
Martha's Vineyard,	4	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	-	4	3,000
Nashua, Acton & Boston,	-	-	1	-	-	1	2	1	-	-	-	-	-	-	-	-	-	1	1	3	-	5	-
New London Northern,	5	2	9	4	19	1	2	6	9	-	-	-	-	-	-	-	-	1	39	17	-	57	580
New York & New England,	9	7	29	10	15	14	2	36	1	4	-	-	-	1	-	-	1	14	67	46	2	129	2,428
New York, [Springfield & Northampton divisions,	-	-	1	1	1	10*	6	71	-	12	-	-	-	-	-	-	-	10	3	89	-	102	-
New Haven, [Housatonic,	13	6	10	-	2	1	3	12	1	-	-	-	-	-	-	-	-	1	31	16	-	48	768
& Hartford, [Providence & Worcester,	-	-	3	1	3	2	-	19	1	6	-	-	-	-	-	-	-	2	7	26	-	35	-
Old Colony,	51	4	75	3	6	33†	29	133	7	6	2	2	1	2	-	-	-	33	139	177	5	354	13,028
Totals,	150	39	235	41	100	180	155	534	158	76	2	3	3	17	2	2	1	180	561	930	28	1,698	53,430
Deduct as counted twice,	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	4	-	4	-
	150	39	235	41	100	180	155	530	158	76	2	3	8	17	2	2	1	180	561	926	28	1,694	53,430

* Approximate.

† Counting Canton viaduct as one.

TABLE II.

RAILROAD.	Total Number of Spans or Bridges (see Table I).	Number rebuilt or built new during 1892.	Number extensively repaired during 1892.	Per cent. new during 1892.	Per cent. new or extensively repaired during 1892.	Number rebuilt or built new since June, 1887.	Number extensively repaired or strengthened since June, 1887.	Per cent. new since June, 1887.	Per cent. new or extensively repaired since June, 1887.	REMARKS.
Boston & Albany,	247	1	1	0.4	0.8	38	28	15.4	26.7	Many loose rivets replaced. A narrow-gauge road One new bridge, 1892, to abolish grade crossing. Including the Brookline & Pepperell Railroad. Road opened 1887. Extended in 1890. { 15 small bridges replaced by 10 stone culverts and 5 iron pipes, during 1892. Road opened 1889. A narrow-gauge road. Many of the repairs are of minor importance.
Boston & Maine,	422	6	4	1.4	2.4	114	34	27.1	35.2	
Boston, Revere Beach & Lynn,	9	1	-	11.1	11.1	6	1	66.7	77.7	
Connecticut River,	55	1	0	1.8	1.8	16	2	28.1	32.7	
Fitchburg,	214	5	0	2.3	2.3	39	30	18.2	32.2	
Grafton & Upton,	7	0	0	0	0	6	0	85.7	85.7	
Hoosac Tunnel & Wilmington,	10	-	-	-	-	-	-	-	-	
Martha's Vineyard,	4	0	1	0	25.0	1	3	25.0	100.0	
Nashua, Acton & Boston,	5	0	0	0	0	2	1	40.0	60.0	
New London Northern,	57	2	3	3.4	8.6	20	21	34.5	70.7	
New York & New England,	129	3	11	2.3	10.8	24	27	18.6	39.5	{ Including the Plymouth & Middleborough Railroad, with 5 bridges, opened in 1892.
Springfield & Northampton divisions,	102	5	0	4.9	4.9	10	0	9.8	9.8	
New Haven & Hartford, { Housatonic,	48	1	5	2.1	12.5	28	10	58.3	79.2	
Providence & Worcester, {	35	1	0	2.9	2.9	17	4	48.6	60.0	
Old Colony,	354	11	3	3.1	4.0	156	35	44.1	53.9	
Totals,	1,698	37	28	-	-	477	196	-	-	
Deduct as counted twice,	4	-	-	-	-	4	-	-	-	
	1,694	37	28	2.2	3.8	473	196	27.8	39.4	

N. B. — The act providing for the examination of railroad bridges took effect June 30, 1887. This table shows what the railroad companies have done since that time in strengthening and renewing the bridges under their tracks.

I also present, in Table II, some statistics regarding the number of bridges which have been renewed, or repaired to any considerable extent, during the past year and during the five years since the enactment of the law regarding the inspection of railroad bridges. As showing the changes made in the first five years since that law took effect, the results of this table possess special interest at this time, and it may be well to call your attention more in detail than usual to the changes which have been made on the various roads.

Bridge Work since June, 1887.

On the Boston & Albany Railroad, of 8 pile bridges, 1 has been rebuilt, 1 repaired, and 1 was a new bridge in 1887; of 2 trussed wooden stringers, 1 has been strengthened; of 16 wooden trusses, 2 were new bridges in 1888; of 2 iron jack-knife draws, 1 has been rebuilt; of 2 wooden jack-knife draws, 1 has been rebuilt; of 46 I-beams, 5 have been strengthened and 2 are new bridges; of 50 plate girders, 6 have been rebuilt, 5 strengthened, and 10 are new bridges; of 66 riveted lattice bridges, 2 are new bridges, 10 are bridges that have been rebuilt, and 17 have been extensively strengthened.

The Boston & Maine Railroad, which has a greater number of bridges in the State than any other road, has done a great deal in the way of repairs and renewals, 27 per cent. of its bridges being new since 1887, and 35 per cent. of the total number having been either built new or strengthened during that period.

On the Western division of that road, 4 pile bridges out of 7 are new, and one track of a fifth is new; 3 wooden stringers out of 16 are new; of 9 wooden truss spans, 1 has been rebuilt and 6 strengthened; of 24 I-beam spans, 12 are new, most of them replacing wooden stringers; of 17 plate girders, 6 are new and one has been strengthened; of 3 jack-knife draws, 1 is new.

On the Eastern division, of 20 pile bridges, 8 are new, 2 have been repaired, and several others were built shortly before July, 1887; the only wooden truss has been strengthened; of 8 iron truss spans, 7 are new, replacing wooden spans; of 2 iron draw spans, 1 is new; of 7 wooden draw spans, 3 are new and 2 have been strengthened; of 19 I-beam spans, 4 are new and 1 has been strengthened; of 14 plate girders, 8 are new.

On the Lowell division, of 7 pile bridges, 2 are new and 2 have been partly renewed; of 3 wooden trestles, 2 are new; of 33 wooden stringers, 19 are new; of 4 I-beam spans, 3 have been practically rebuilt, one replacing a wooden stringer; of 19 plate girders, 7 are new, most of them replacing wooden structures; of 19 iron trusses, none are new, but the substructure of some of them has been strengthened.

On the Worcester & Nashua division, of 3 Howe trusses, 1 is new and 1 has been strengthened; of 3 wooden stringers and 1 pile trestle, all are new; none of the iron bridges are new.

On the Central Massachusetts division, all of the bridges on the western part of the line (west of Quinepoxet) have been built since June, 1887, and it is on the eastern portion of the line that almost all the repairs and renewals have been done. On this portion, of 9 wooden stringers, 6 have been rebuilt; of 10 pile bridges, 1 has been rebuilt and one strengthened; of 2 pin trusses originally existing, 1 has been replaced by a riveted truss and 1 by a trestle; of 16 riveted trusses originally existing, 2 have been replaced by plate girders and 3 have been rebuilt; of 3 trussed wooden stringers, 2 have been strengthened; the wooden lattice and Howe truss bridges have been built new, but I do not know what they replace.

On the Boston, Revere Beach & Lynn Railroad, the bridges have been almost entirely reconstructed since June, 1887, with the exception of those which were then almost new. Of 6 long pile bridges, 3 have been entirely rebuilt and 2 others were built new in 1887-88; of 2 draws, 1 was new in 1888, the other has been rebuilt of iron to replace a wooden jack-knife draw. On this road, therefore, of 9 bridges, 3 were built new in 1887-88, and 4 have been rebuilt since June, 1887; 1 of the remaining 2 has been repaired.

On the Connecticut River Railroad, a great deal has been done within the past five years in bringing the bridges up to the present very high standard. Of 2 trussed stringer spans, both are new; of 19 iron truss spans, 9 have been rebuilt, replacing wooden bridges; of the 10 remaining iron truss spans, 4 were built in 1882 and 5 in 1884; the remaining truss is on a siding, and has been strengthened; of 19 iron trusses, therefore, 18 are new within the past ten years, while the other has been strengthened; of 21 plate girder spans, 4 are new bridges over new highways, while 1 has been rebuilt, replacing a light bridge; of the 16 remaining, 15 have been built since 1881. The floors on these bridges have been brought up to a high standard, there being inside guard rails coming to a point, and outside guard rails overlapping the inside rails. The floors on the narrow-arch bridges have all been improved and made wide.

On the Fitchburg Railroad, of 6 pile bridges, 2 have been repaired, 1 rebuilt, and 1 is a new bridge; of 4 trussed wooden stringers, 1 has been strengthened; of 18 wooden trusses, 11 have been strengthened; of 17 I-beams, 4 are new, replacing wooden stringers; of 103 plate girders, 21 are new and 12 have been strengthened, several of the new ones being new bridges; of 4 riveted trusses, 1 is new; of 27 pin-connected trusses, 10 are new, replacing weaker trusses, and 2 have been strengthened; the draw has been strengthened; 1 arch

is new, replacing 3 light iron truss spans; the wooden trestles and stringers have not been changed.

The Grafton & Upton Railroad was opened in 1887, and extended in 1890. The bridges have therefore all been built within five years.

The Hoosac Tunnel & Wilmington Railroad was opened in 1889. The only bridges are wooden stringer and trestle bridges, and they are all less than five years old.

On the Martha's Vineyard Railroad there are 4 pile bridges. Of these, 1 is new and the other 3 have been repaired or strengthened since 1887.

On the Nashua, Acton & Boston Railroad, of 5 small bridges, 2 have been rebuilt and 1 strengthened since 1887.

On the New London Northern Railroad, a good deal has been done in improving the condition of the bridges, though not as much as is desirable. Of 19 spans wooden trusses, 12 have been strengthened since June, 1887, 1 of the remaining 7 being new only a few years before; of 5 pile bridges, 3 have been rebuilt and 1 repaired; of 9 wooden stringers, 2 have been strengthened and 3 are new; of 6 plate girders, 3 are new, 2 of them being at Miller's Falls where the old bridge was burned; of 9 riveted trusses, 5 have been built new to replace Howe trusses, in addition to 3 others built in 1887 at Miller's Falls to replace the wooden bridge which was burned; of 2 trestles, both have been repaired; of 4 trussed beams, 2 are new and 1 has been strengthened.

On the New York & New England Railroad, of 9 pile bridges, 6 have been repaired; of 9 wooden trestles, 1 is new and 4 have been strengthened; of 29 wooden stringers, 10 are new and 3 have been strengthened; of 10 braced stringers, 1 is new and 2 have been strengthened; of 15 wooden trusses, 9 have been repaired or strengthened more or less extensively; of 2 I-beams, 1 is new, replacing wooden beams; of 36 plate girders, 8 are new, 4 of them replacing weak wooden trusses; of 5 iron trusses, 3 are new, replacing weaker structures, and the remaining 2 have been strengthened or repaired; of 2 wooden draws, 1 has been repaired.

On the present lines of the New York, New Haven & Hartford Railroad, a good deal has been done. On the Springfield and Northampton divisions the bridges are, as the table shows, mostly iron bridges, the majority of them having been built twelve to fifteen years ago. Within the past five years 8 new iron bridges have been built to abolish grade crossings; 1 wooden stringer has been renewed and 1 plate girder rebuilt. No extensive renewals or repairs have been carried out.

On the Housatonic division of this road, of 13 pile bridges, 10 are practically new and 3 have been strengthened; of 6 wooden trestles, 4 are new; of 10 wooden stringers, 8 are new and 1 has been strength-

ened ; of 12 plate girders, 5 are new, replacing wooden bridges, and the substructure of 5 others has been strengthened ; the 1 riveted truss is new ; of 2 wooden trusses, 1 has been strengthened.

On the Providence & Worcester division, the bridges have been very largely rebuilt during the past five years, as a reference to the table shows. Of 3 wooden stringers, 1 has been strengthened ; of 3 Howe trusses, 1 has been strengthened ; of 2 stone arches, 1 has been strengthened ; of 19 plate girders, 10 are new, replacing other bridges, and 1 abutment has been rebuilt ; of 7 iron trusses, all are new, 6 having been built to replace Howe trusses and 1 to replace a light iron truss.

On the Old Colony Railroad, excepting the Providence division, the following work has been done : Of 50 pile bridges, 25 have been rebuilt and 11 repaired or strengthened ; of 4 wooden trestles, 2 are new and 1 has been strengthened ; of 74 wooden stringers, 38 are new and 2 have been strengthened ; of 3 trussed stringers, 2 have been strengthened ; of 6 wooden trusses, all have been strengthened ; of 18 I-beams, 6 are new ; of 121 plate girders, 48 are new, 21 of these being on newly opened branches ; of 7 iron riveted trusses, 3 are new, replacing wooden trusses ; of 5 iron pin trusses, all have been strengthened ; of 2 iron drawbridges, one has been strengthened.

On the Providence division of this road, a great deal of work has been done. Of 12 plate girders, 11 are new ; of 11 I-beams, 3 are new and 5 have been strengthened ; of 1 wooden stringer and 1 pile bridge, both are new ; the 1 iron truss has been strengthened.

Bridge Work during 1892.

The work that has been done in renewing and strengthening during the past year is very small compared with the total amount that has been done since 1887. The condition of the various roads has been steadily improving, and, as poor structures are generally replaced by substantial and permanent ones, the work to be done each year naturally grows less.

On the Boston & Albany Railroad, the only work has been the building of one new bridge over a new highway, and the strengthening of one other bridge.

On the Boston & Maine Railroad, aside from repairs and renewals to the floors, which are not included in the tables, the only work done has been the renewal of 4 short spans, the building of 2 others to replace culverts, and the repairing of 4 other bridges.

On the Boston, Revere Beach & Lynn Railroad, the long pile bridge at Wood Island is being entirely rebuilt, and is included in the table.

On the Connecticut River Railroad, the only work done has been the building of one new bridge over a new highway.

On the Fitchburg Railroad, the only work done has been the

building of 1 new bridge over a new highway, of 2 new bridges on the recently opened Brookline & Pepperell road, and the rebuilding of 2 spans which were wrecked in the accident on February 11, which will be again referred to.

On the New London Northern Railroad, 3 short stringers have been strengthened or repaired, and 1 pile bridge and 1 stringer bridge rebuilt.

On the New York & New England Railroad, 1 Howe truss has been replaced with a plate girder, and 2 short stringer spans are new, while comparatively minor repairs have been carried out on 11 other bridges.

On the Northampton division of the New York, New Haven & Hartford Railroad, the only work done has been the building of 4 new bridges to abolish grade crossings, and the rebuilding of 1 light plate girder.

On the Housatonic division, 1 trestle bridge has been rebuilt and the substructure of 5 other bridges strengthened.

On the Providence & Worcester division, 1 light truss has been replaced by a heavy plate girder.

On the Old Colony Railroad, 5 new bridges have been built on the recently opened Plymouth & Middleborough line, 2 new bridges have been built to avoid grade crossings, 1 pile bridge has been replaced by a plate girder, 1 long Howe truss has been replaced with an iron riveted truss, 2 pile bridges on the Nantasket Beach branch have been rebuilt, 3 other long pile bridges have been filled up, and 3 others strengthened. No work has been done on the Providence division.

Bridge Floors.

Considerable improvement has also been made since 1887 in the matter of bridge floors. On every railroad in the State, the standard spacing for ties is now eight inches or less apart in the clear, while on several roads it is four or five inches. In 1887, inside guard rails were the standard on only the New York & New England, the Providence & Worcester, and the Connecticut River railroads, though they were largely used also on the Old Colony and on some divisions of the Boston & Maine. The New York, New Haven & Hartford, the Boston & Albany, the Housatonic, and the Boston & Providence railroads used practically no guard rails, while the Fitchburg, the Cheshire, the New London Northern, and Boston & Lowell used outside guard rails. No rerailing frogs were in use in this State excepting a few on the Troy & Greenfield Railroad.

During the past five years, all the bridges on the Old Colony Railroad, including the Providence division, all the principal bridges on the various divisions of the Boston & Maine (including the Boston & Lowell), and a number of bridges on the New London Northern

and Cheshire railroads, have been provided with inside guard rails. The Old Colony has added rerailing frogs to its two jack-knife draws and to three other bridges, and I am informed that the Boston & Maine intends soon to place such rerailing frogs on its jack-knife draws. The Connecticut River and the New York, New Haven & Hartford have adopted the combination of inside guard rails and overlapping outside rails, a system several times recommended in my reports to you, and have placed such guard rails upon all of their important bridges. The Boston & Albany still continues to use practically no guard rails, and the excellence of its equipment and track, by preventing derailments, has thus far served to prevent the occurrence of circumstances which would prove their necessity. The Housatonic is also as yet unprovided with guard rails, while on the Fitchburg outside rails are still the standard.

Increase in the Weights of Locomotive Engines.

In my first report to your Board, dated December 15, 1887, I called attention to the two causes which led to the failure or the renewal of bridges: namely, defective design, by which certain parts were overstrained to an extent sufficient to cause rupture or weakness in course of time; and, second, the rapid increase in the weights of engines and cars during the preceding few years.

With reference to a still further increase in weight, I used the following language: “Whether this increase in the weight of rolling stock is to still continue, or whether it has reached its limit, it is impossible to say. Any further increase must necessitate a corresponding increase in the weights of rails, and must lead to still further renewals of bridges; and it would seem as if it would be scarcely economical to go much farther than the point already reached except in very exceptional cases. But, although it is a common opinion among engineers that the future will see but a comparatively small increase, and that the economical limit is about attained, it is impossible to predict with certainty. Assuredly it is wise to build future bridges with an ample margin of strength to allow of a possible increase in the near future.”

Believing that, at the expiration of five years, a further comparison of the weights of rolling stock would be not only interesting, but would be necessary in order to properly judge of the strength of our bridges, a circular was issued during the past summer, requesting the different railroad companies to send to the Board full information regarding the weights and wheel spacing of the heaviest engines and tenders of each class in use, together with a statement as to the portions of the line on which each engine named was used.

A comparison of the information so received with the weights of engines in 1887 shows that the increase of weight had not at that time by any means reached its limit, but that it is still continuing, and with great rapidity. In fact, upon some of the roads the weights have increased to such an extent as to render necessary a recomputation of the strength of many of the bridges. On the Boston & Albany Railroad, within the past five years, consolidation engines have been run between Springfield and Worcester, whereas previous to 1887 they did not come east of Spring-

TABLE III. — Comparative Weights of Locomotive Engines in 1887 and 1892.

KIND.	WEIGHTS, ETC., CALLED FOR	BOSTON & ALBANY.		BOSTON & MAINE.		CONNECTICUT RIVER.		FITCHBURG.	
		1887.	1892.	1887.	1892.	1887.	1892.	1889.	1892.
8-WHEEL.	Weight on one driving axle (lbs.), .	29,500	30,750	35,000	33,250	26,395	31,500	-	32,000
	Distance between drivers (ft.), . .	8' 4"	8' 4"	9' 0"	9' 0"	8' 6"	8' 0½"	-	9' 0"
	Total weight of engine (lbs.), . . .	86,000	91,000	101,200	104,300	82,060	97,050	-	100,000
	Weight of engine per ft. wheel base, .	3,830	4,050	4,260	4,420	3,580	4,200	-	4,320
	Weight of engine and tender, . . .	152,000	164,800	168,400	176,050	141,290	-	-	168,000
	Weight of engine and tender per ft. wheel base,	3,480	3,770	3,720	3,860	3,200	-	-	3,750
MOGUL.	Max. weight on one driving axle (lbs.),	19,300	19,300	-	40,000 ⁰	-	-	34,250	35,500
	Total weight on drivers,	57,900	57,900	-	100,900	-	-	87,400	92,000
	Wheel base of drivers (ft.),	14' 8½"	14' 8½"	-	15' 2"	-	-	15' 3"	15' 10"
	Total weight of engine (lbs.), . . .	70,000	70,000	-	115,200	-	-	101,000	103,000
	Weight of engine per ft. wheel base, .	3,140	3,140	-	5,020	-	-	4,440	4,250
	Weight of engine and tender,	130,500	130,500	-	186,500	-	-	178,000	179,000
10-WHEEL.	Max. weight on one driving axle (lbs.),	-	-	27,200	25,000	-	33,233	-	33,500
	Total weight on drivers,	-	-	77,400	75,000	-	99,700	-	98,000
	Wheel base of drivers (ft.),	-	-	15' 6"	15' 0"	-	12' 0"	-	12' 2"
	Total weight of engine (lbs.), . . .	-	-	103,400	110,000	-	125,700	-	123,000
	Weight of engine per ft. wheel base, .	-	-	4,000	4,360	-	5,650	-	5,470
	Weight of engine and tender,	-	-	173,800	178,000	-	-	-	195,000
CONSOLIDATION.	Max. weight on one driving axle (lbs.),	26,250	29,675	-	-	-	-	33,350	30,400
	Total weight on drivers,	105,000	118,700	-	-	-	-	103,200	102,500
	Wheel base of drivers (ft.),	14' 0"	15' 0"	-	-	-	-	15' 10"	15' 10"
	Total weight of engine (lbs.), . . .	120,000	130,000	-	-	-	-	116,000	116,450
	Weight of engine per ft. wheel base, .	5,480	5,780	-	-	-	-	4,930	4,960
	Weight of engine and tender,	186,000	203,800	-	-	-	-	195,850	192,450
CONSOLIDATION.	Weight of engine and tender per ft. wheel base,	3,900	4,280	-	-	-	-	4,190	4,140

field. This has necessitated a systematic strengthening of the bridges between the two points named. I am informed that on the same road the question of increasing considerably the weight of passenger engines is now being considered, and may lead to the strengthening of some of the bridges between Boston and Worcester.

In Table III, statistics have been collected* regarding the weights of the heaviest engines of each class on the different roads at the present time, as compared with corresponding figures five years ago. A com-

TABLE III. — Comparative Weights of Locomotive Engines in 1887 and 1892.

NASHUA, ACTON & BOSTON.		NEW LONDON NORTHERN.		NEW YORK & NEW ENGLAND.		NEW YORK, NEW HAVEN & HARTFORD.						OLD COLONY.	
						SPRING- FIELD & NORTH- AMPTON DIVS.		HOUSATONIC.		PROVIDENCE & WORCESTER.			
1887.	1892.	1887.	1892.	1887.	1892.	1887.	1892.	1887.	1892.	1887.	1892.	1887.	1892.
22,000	20,850	22,000	-	31,000	-	-	36,135	28,800	38,000	32,500	33,260	31,605	32,000
8' 4"	8' 2"	8' 0"	-	8' 6"	-	-	9' 2½"	8' 9"	8' 6"	9' 1"	9' 1½"	9' 0"	9' 0'
71,500	65,500	69,000	-	93,000	-	-	112,590	90,600	112,000	95,000	103,130	97,840	99,000
3,130	2,940	3,630	-	4,220	-	-	4,750	3,940	4,900	4,150	4,260	4,200	4,250
116,500	-	117,400	-	164,000	-	-	177,990	156,600	182,000	159,660	170,860	162,320	166,000
2,670	-	2,800	-	3,660	-	-	3,700	3,340	3,950	3,510	3,680	3,550	3,620
-	-	25,725	-	26,833	39,180	33,400	-	-	-	30,000	-	-	32,610
-	-	77,175	-	80,500	108,225	85,400	84,800	-	-	90,000	97,890	-	93,000
-	-	15' 3"	-	15' 9"	16' 3"	15' 9"	15' 9"	-	-	15' 2"	15' 2"	-	16' 6"
-	-	89,085	-	99,500	129,100	102,000	101,300	-	-	106,700	113,390	-	108,500
-	-	4,000	-	4,280	5,450	4,400	4,400	-	-	4,660	6,000	-	4,440
-	-	142,225	-	159,500	-	174,000	172,600	-	-	171,700	173,390	-	175,000
-	-	3,280	-	3,500	-	3,870	3,820	-	-	3,720	4,250	-	3,720
-	24,733	-	25,000	-	31,875	-	-	24,200	-	-	-	-	-
-	74,200	-	68,000	-	92,650	-	85,510	72,600	82,000	-	-	-	-
-	15' 0"	-	13' 6"	-	14' 11"	-	14' 6¾"	14' 0"	14' 0"	-	-	-	-
-	98,200	-	96,000	-	132,500	-	105,400	100,200	112,000	-	-	-	-
-	3,900	-	4,050	-	4,950	-	4,200	4,050	4,580	-	-	-	-
-	-	-	160,000	-	-	-	169,400	164,200	167,000	-	-	-	-
-	-	-	3,480	-	-	-	3,870	3,420	3,570	-	-	-	-
-	-	-	-	25,000	25,900	-	-	-	-	-	-	-	-
-	-	-	-	100,000	92,750	-	-	-	-	-	-	-	-
-	-	-	-	14' 9"	14' 9"	-	-	-	-	-	-	-	-
-	-	-	-	110,000	111,850	-	-	-	-	-	-	-	-
-	-	-	-	4,810	4,900	-	-	-	-	-	-	-	-
-	-	-	-	174,000	-	-	-	-	-	-	-	-	-
-	-	-	-	3,930	-	-	-	-	-	-	-	-	-

* The figures are given in the table as they have been received from the several railroad companies. Undoubtedly some of the weights as returned are inexact.

parison of this table with the table on page 48 of the nineteenth annual report of the Board will be found interesting, although previous to 1887 the records of the Board show no precise information regarding the distribution of engine weights.

Table III, besides giving the total weights and the maximum weight on each axle, gives the average weight per foot of wheel base. The blanks in the table show either that no engines of the class in question are run, or that the information regarding the weights of such engines is not at hand. In the case of the Fitchburg Railroad, the table shows the increase between 1889 and 1892, for the reason that the information received in 1889 was more complete than in 1887.

This table has been prepared simply to show the changes that have taken place in the weights of engines, as far as accurate information has been received. In the bridge computations for the different railroads, typical engines, known to be heavier than any in use on the road, have been assumed in some cases where accurate information regarding the actual engines was not received.

The table does not include switching engines, of which some quite heavy ones are in use. Thus, the heaviest four-wheel switching engines on the Eastern division of the Boston & Maine Railroad, carry 35,500 pounds on each of two axles 8 feet apart, while the heaviest six-wheel switchers on the same road, and on the New York, New Haven & Hartford Railroad, carry respectively 70,500 and 71,650 pounds, on a wheel-base of about 10 feet. On the Housatonic Railroad, six-wheel switchers carry 90,000 pounds, on a wheel-base of 10 feet 6 inches; and on the Old Colony Railroad, similar engines carry 90,300 pounds, on a wheel-base of 9 feet 10 inches. On the Connecticut River Railroad, the heaviest six-wheel switchers carry 40,535 pounds per axle, or 121,605 pounds on a wheel-base of 11 feet. These last are the heaviest switchers in use in the State, so far as known.

A comparison of the increase of weights on the different railroads is perhaps less interesting than a comparison of the weights of the heaviest engines in the State. In 1887, the heaviest eight-wheel passenger engine weighed 98,000 pounds, and was run on the New York & New England Railroad. In 1892, the heaviest engine of this class weighed, according to the table, 112,590 pounds, and was run on the New York, New Haven & Hartford Railroad.

In 1887, the heaviest Mogul engine weighed 106,700 pounds, and was run on the Providence & Worcester Railroad. In 1892, the heaviest engine of this class weighed 129,100 pounds, and was run on the New York & New England Railroad.

In 1887, the heaviest ten-wheel engine weighed 103,400 pounds, running on the Boston & Lowell Railroad. In 1892, the heaviest

engine of this class weighed 132,500 pounds, running on the New York & New England Railroad.

In 1887, the heaviest consolidation engine weighed 120,000 pounds, running on the Boston & Albany Railroad. In 1892, the heaviest engine of this class ran on the same road, and weighed 130,000 pounds.

The greatest increase of weight in the engines on one road appears to be on the New York & New England Railroad, where, during the past five years, very heavy Mogul and ten-wheel engines have been brought into use. On the Connecticut River Railroad, the change from the heaviest eight-wheel passenger engine used in 1887, which was stated as being the heaviest engine then in use, to the heavy ten-wheel engine now used, is even greater than the increase on the New York & New England Railroad.

Bridge Accidents.

During the last year there has been one accident in the State which may properly be termed a bridge accident. This occurred on the 11th of February last, on the Fitchburg Railroad, and involved the almost total destruction of a bridge of two spans, and the precipitation of a number of freight cars into the river below. Before referring more in detail to this accident, it may be interesting to give a summary of the other bridge accidents which have occurred in the State, so far as it has been possible to find any mention of them in the monthly records of the "Railroad Gazette."

In the third annual report of the Board, 1872, a table is given of the number of accidents of all kinds which had occurred on the railroads of the State during the preceding twenty-five years, or since 1847. From this table it appears that up to 1872 there had been three bridge accidents. One of these is classified as due to the giving way of a bridge, and resulted in the death of one employee. The other two were due to trains falling through drawbridges, and resulted in the death of one employee and five passengers, while several other persons were injured. Detailed information is not at hand regarding these three accidents, except that one of them occurred November 21, 1862, in which the Reading passenger train on the Boston & Maine Railroad ran into the draw of the bridge over Charles River.

Another accident which may properly be classed as a bridge accident occurred on the 16th of June, 1871, at Athol. An express train on the Vermont & Massachusetts Railroad collided with a hand-car which was on the track, just before reaching a Howe truss bridge. The train was derailed, ran off the ties, broke through the floor tim-

bers and was precipitated into the river. Three lives were lost. In referring to this accident, the Board stated as their opinion that inside guard rails would have prevented it.

The next bridge accident reported occurred on the Boston & Albany Railroad, near Middlefield, on the 24th of January, 1873. A long freight train was approaching this bridge from the west when one of the wheels on the third car from the rear of the train broke. In passing over the bridge the derailed car disarranged the floor timbers and broke through them, the three rear cars falling into the river. At this moment the west-bound freight train approached the bridge on the other track and fell through the bridge. Three employees were killed, and two other persons injured. This accident, like the preceding one, might apparently have been prevented by a proper floor construction.

The next accident was on July 13, 1874, in which a pay train on the Fitchburg Railroad, consisting of an engine and one car, was thrown from the track on a bridge over a highway near Shelburne Falls. The bridge, the engine and the car were wrecked, and five persons were injured. The derailment was said to have been due to a broken flange.

On February 28, 1876, a car in a west-bound freight train on the Troy & Greenfield Railroad was derailed near a bridge. It was dragged along over the ties until it reached the bridge, when it struck one end of the truss, throwing the bridge and five cars into the Deerfield River.

On March 3, 1876, a car in a west-bound freight train on the Troy & Greenfield Railroad was derailed near Bardwell's Ferry. Before the train could be stopped, it ran upon the bridge over the Deerfield River, and the car went over the bridge and into the river, taking four others with it.

On March 21, 1876, a train on the Boston & Lowell Railroad went through a culvert near North Lexington, the foundations of which had been washed out during a storm. The conductor was injured.

On January 21, 1879, a freight car was derailed on the Boston, Barre & Gardner Railroad, on a bridge near Winchendon, but the guard rail kept it from leaving the bridge. This accident is recorded in the "Railroad Gazette," but it is undoubtedly only one of a large number of similar cases in which guard rails have carried derailed cars safely across bridges.

The next accident of which a record is found is the Bussey Bridge accident, which occurred on March 14, 1887. This disaster is still fresh in the minds of the public. It need only be stated that it was due to faulty construction of the bridge, and was directly caused by the breaking of the iron hangers which supported one of the floor

beams. It resulted in the death of twenty-three persons, while over one hundred were injured.

The next bridge accident was the failure of the pile bridge over Charles River, on the Fitchburg Railroad, on the 23d of July, 1888, by which one employee lost his life. This failure was due to the fact that the piles forming the substructure of the bridge had been eaten by marine animals to such an extent as to weaken some of them very seriously, several having been almost entirely eaten off near the bottom of the river. The bridge was heavily loaded by about three feet of gravel filling, and was in poor condition, and the weight was too great for the substructure to support. This accident resulted in the complete rebuilding of this bridge, and the almost complete rebuilding of all the other pile bridges across Charles River in Boston, and of many other pile bridges over marine waters in other parts of the State.

As already stated, there has been one bridge accident during the past year. This occurred on the Fitchburg Railroad, near Ayer Junction, on the 11th of February last, and a special report* regarding it has already been made to your Board. Briefly stated, one of the cars of an east-bound freight train, in the early morning, became derailed, owing to a broken wheel, some distance before it reached the bridge about a mile west of Ayer Junction. It was dragged over the ties for a long distance, the broken wheel being sometimes close to the rail and sometimes nearly two feet away from it. Exactly what happened when this car reached the bridge is not clear, but in some way the bridge, which consisted of two deck plate-girder spans, was completely wrecked, and the greater part of the train went into the river. One employee was killed. The bridge was provided with outside guard rails of iron, extending about thirty feet beyond the abutments, and flaring so that at their ends they were about eighteen inches from the track rails.

In the special report referred to, the reasons are given which make it appear not improbable that inside guard rails, coming to a point in the centre of the track, might perhaps have prevented this accident. At all events, the accident happened in spite of the presence of outside guard rails. Not only was the train not safely carried across, but the entire structure was wrecked. The bridge was of ample strength, and its giving way was in no wise due to any defects of construction. It did not break down, but was carried down by the derailed train.

From this summary it appears that, so far as records could be found, there have been twelve accidents in the State which may be

* This report will be found in the Appendix.

called bridge accidents. These have resulted in the loss of thirty-three lives. Of these accidents, three (counting the one previous to 1872, regarding which there are no details) may be said to have been due to the giving way of the structure from inherent weakness; six have been due to derailed trains breaking through bridge floors or falling from deck bridges, and may therefore be considered as due, so far as the bridge is concerned, to imperfect floor construction; one was due to the washing out of the foundations of a culvert; and two to trains falling through drawbridges.

This brief summary illustrates in a striking manner the importance of having bridge floors constructed in the best possible manner. It indicates that comparatively few bridges break down from inherent weakness, but that one-half of the bridge accidents which have occurred in this State have been caused by the fact that the structures or their floors were not designed to carry derailed trains.

Respectfully submitted,

GEORGE F. SWAIN.

ABOLITION OF GRADE CROSSINGS.

The "Act to promote the abolition of grade crossings" (Statutes of 1890, chapter 428) provides for the appointment by the superior court, on any petition filed under the act, of a special commission, consisting of three disinterested persons, whose duty it shall be, after due notice and hearing, to prescribe the manner in which the necessary alterations for the abolition of the grade crossing shall be made, and to *specify the grades* for the railroad and the public way, the general method of construction, etc.; but with a *proviso*, that, if the commission decides on a plan which "involves a change in the *grade of the railroad*, the consent of the *directors of the company* to such change of grade shall first be obtained."

This proviso was amended at the last session of the legislature (Statutes of 1892, chapter 312) by substituting the "railroad commissioners" for the "directors of the company,"—so that now, if the special commission decides on a plan which "involves a change in the *grade of the railroad*, the consent of the *railroad commissioners* to such change of grade shall first be obtained."

The words "shall *first* be obtained," taken with the context, are understood to mean that such consent must be obtained before the special commission reports or returns its decision

into the superior court, in order that it may be confirmed and made final and binding by a decree of the court, as provided in the original act. If, therefore, the plan on which the special commission has decided in any case involves a change of railroad grade, and consent to such change is refused, the plan comes to naught, and the whole proceeding is blocked.*

In some of the cases in which the consent of the Board has been asked since the amending act of 1892 took effect, the Board has had occasion to consider with some care the extent and limit of its powers and duties under that act. It has been aided in so doing by the arguments of able counsel in support of two opposite views.

It has been claimed, on the one side, that the Board ought to confine itself strictly to the question of the expediency or propriety of the specific change of railroad grade proposed in the plan of the special commission; and that this question should be looked at by the Board solely or chiefly from a railroad point of view.

It has been urged, on the other side, that the plan of the special commission is before the Board for review in any and all of its features and bearings; and that the Board ought not only to consider the merits of that plan as a whole, but may be asked to consider whether some different or more comprehensive plan, which is offered or suggested, would not be on the whole a better plan; and whether the plan of the special commission, if allowed to be carried out, would not tend to prevent or retard the execution of such better plan, and ought not therefore to be vetoed as a whole by the Board by refusing to give its consent to that particular feature of the plan which calls for a change in the grade of the railroad.

Which of these is the correct view depends, of course, on the

* The second section of the amending act of 1892 provides that "this act shall apply to any case *now pending* under" the original act of 1890. In a case at Northampton, the special commission had decided upon a plan involving changes of railroad grade, and had duly obtained the consent of the directors of the railroad companies to such changes, and had made its report to the superior court, before the amending act of 1892 took effect; but there had been no final action on the report by the court. It was held by the superior court, *Aldrich, J.*, that the case was "pending" within the meaning of the second section of the amending act, and that, under that act, the consent of the Railroad Commissioners to the changes of railroad grade should be obtained before the entry of a final decree by the court; and such consent, after public notice and hearing, was given by the Board.

intention of the legislature. It is the duty and desire of the Board to ascertain and carry out that intention as fully as it can, and not to go beyond it.

The act of 1890 was the result of long and careful study of the grade-crossing problem. An elaborate and liberal scheme for its solution is set forth in that act. The appointment of special commissions to deal with cases as they arise is one of its wisest features. The commissioners must be disinterested men. They are selected by the court, as is well known, with great care, and with especial reference to their fitness for the particular case. Their work requires prolonged study of the locality, full and patient hearings of all parties interested, skilful handling of engineering problems, a careful consideration of questions of convenience and cost, and due regard to all the public and private rights and interests involved. No one board could begin to do so well the work which these several commissions are doing in various parts of the Commonwealth.

But there was one serious imperfection in the act of 1890. The special commissioners were hampered in their work by the necessity of obtaining the consent of the railroad directors to any change in the grade of the railroad which they might deem to be necessary or expedient. They could not, therefore, in many cases adopt the plan which in their independent judgment was the best. They were obliged to curtail or trim the plan to suit the views of the directors.

It is not necessary or just to assume that railroad directors are more selfish or less public-spirited than other men; but private interest is a recognized disqualification for impartial judgment on a question of public concern. The directors were personally interested in the question of change of railroad grade, both as affecting the convenience of their company in the operation of its road, and as bearing on the cost of the whole work, of which the company must pay the larger part. If for any reason they were not suited with the plan of the commission, they could defeat or mar it by withholding their consent to the change of railroad grade.

It was to remedy this defect, as it is conceived, that the amending act of 1892 was passed. The legislature was of opinion that a change of railroad grade, proposed by a special commission, ought to be approved or disapproved by a disinter-

ested public board rather than by an interested private board ; and amended the original act accordingly.

There is nothing to indicate that the legislature had more than this in mind. The question to be passed on remains the same as before the amendment. It clearly was not the intention that this Board should supersede the special commission, or should have the power to revise and condemn its whole work. If that were the intent, the Board must take up the whole matter anew, notify and rehear all the parties, and go over the whole ground at least as fully and thoroughly as the special commission has done. If the Board must also consider the comparative merits of other and more comprehensive plans which may be proposed, it must go over a much wider ground. After doing all this, the Board would have no power to modify the general plan of the special commission, or to prescribe a different plan.

If the plan of the special commission does not involve a change of railroad grade, it does not come before the Board at all, under the original or the amending act ; and there is no stronger reason for a revision and approval by the Board of the general features and merits of the plan in the one case than in the other.

Leaving the plan as a whole to stand upon the decision of the special commission, and leaving any questions of law and of public or private right which may be involved to the decision of the superior court, the Board, as it has concluded, is to deal only with the question of the proposed change of railroad grade. This question is to be dealt with in the light of the public convenience. The primary consideration is not how the proposed change of railroad grade may affect the property or private convenience of the railroad corporation, or the pecuniary interests of its stockholders, nor how it may affect the cost of the whole work. These questions have been dealt with by the special commission.

The question for the Board is whether the proposed change in the grade of the railroad is reasonably necessary to the carrying out of the general plan of the special commission for the abolition of the grade crossing ; and if so, whether it is also consistent with the convenience and safety of the public in the use of the railroad and its facilities. The precise lines of inquiry and evidence into which the determination of this question may lead, must be governed by the circumstances of each case.

Progress in the Abolition of Grade Crossings.

Up to December, 1891, as stated in detail in the last annual report of the Board, proceedings had been instituted, under the act of 1890, for the abolition of ninety-three grade crossings of railroads with public ways in this State. During the last calendar year, notice has been received that like proceedings had been commenced for the abolition of fifteen additional grade crossings, — twelve on the Boston & Albany, one on the Boston & Maine, and two on the Fitchburg Railroad.

On the Boston & Albany Railroad, all the grade crossings between Worcester and Springfield have been abolished, or the work is now in progress. Special acts were passed by the last Legislature, looking to the abolition of all private as well as public grade crossings on the main line of that railroad in the city of Newton, and on the Old Colony Railroad in the city of Brockton; and for the elevation of the tracks of the Providence division of the latter railroad so as to avoid all the grade crossings between Chester Park and Blakemore Street in the city of Boston.

Cost incurred by the Commonwealth.

It was provided in the act of 1890 that the amount to be paid under that act by the Commonwealth in any one year, beginning June 21, 1890, should not exceed \$500,000; and that the total amount to be so paid should not exceed \$5,000,000. The total estimated cost of the abolition of the grade crossings on which special commissions have made reports since the passage of that act is as follows: —

For the year ending June 30, 1891, . . .	\$379,959 23	
Commonwealth's proportion,* . . .		\$94,989 81
For the year ending June 30, 1892, . . .	278,873 77	
Commonwealth's proportion, . . .		69,718 44
For the six months ending Dec. 31, 1892, . . .	725,644 30	
Commonwealth's proportion, . . .		181,411 07
<hr/>		
Totals,	\$1,384,477 30	\$346,119 32

* Twenty-five per cent. of the whole cost.

Legislation in respect to Grade Crossings.

Two general laws were passed by the legislature of 1892, in relation to grade crossings: the first (chapter 228) provides that, in any case in which the consent of the Board is required to a grade crossing of or by any railroad, street railway, highway or other way, the Board, if consent is given, may impose such conditions, limitations, restrictions and regulations in respect to such crossing and its manner and use, and may from time to time so change and modify the same, as in the public interest it may deem reasonable and necessary; the other (chapter 275) provides that no right of way across a railroad track or location which is in use for railroad purposes shall hereafter be acquired by prescription.

BRAKE POWER.

The importance of having passenger trains provided with the most efficient brakes attainable has been discussed at length in previous reports of the Board, and was strikingly illustrated by the Quincy accident, which occurred in August, 1890. In its report on this accident, the Board called attention to the fact that, if the train had been brought to a standstill forty-five feet short of the point which it actually reached, the probability was that none of the passengers would have been killed or even seriously injured.

In many cases of accident on railroads a difference of fifty feet in the distance in which the train can be stopped may make the difference between a serious catastrophe, costing many lives, and a comparatively insignificant accident. When it is realized that a train going at the rate of sixty miles an hour cannot be stopped in less than seven or eight hundred feet, the importance of even a slight gain in the efficiency of the brake becomes apparent.

In the special report on brakes, made to the Board by Prof. George F. Swain after the accident at Quincy, the mechanical requisites of a perfect brake apparatus, aside from simplicity, durability and cheapness, were stated as follows:—

First. The brake should be applied to every wheel in the train.

Second. The brake-shoe pressure should be so regulated as to keep every wheel just on the point of sliding, throughout the stop; that is, the brake-shoes should be pressed hardest against the wheels when they are first applied, and the pressure should be gradually diminished during the stop, as the velocity is reduced.

Third. The brake should act instantaneously on every wheel in the train by one movement of the engineer, or of the person who applies it.

Fourth. The brake should be automatic in its action, applying itself when a train breaks in two.

Attention was called to the fact that, as compared with this standard, brakes as ordinarily applied to passenger trains fail to fulfil the first three of these requirements; that is to say, (1) they are not applied to every wheel in the train; (2) the brake-shoe pressure is not such as to keep the wheel always on the point of sliding; and (3) they are not applied instantaneously to all the wheels, and frequently not by one movement of the engineer.

As regards the first of these defects, the wheels of a train to which, until recently, brakes have not generally been applied, are the middle wheels of six-wheel trucks and the forward or truck wheels of locomotives; while the application of brakes to the driving wheels of locomotives has not been by any means universal. The importance of having the driving wheels and all the car wheels braked is now generally recognized; but no attempt has been made until within a few months to brake the leading or truck wheels of locomotives, although in ordinary eight-wheel passenger engines each of the forward truck wheels sometimes carries a greater weight than any car wheel in the train. The weight carried by all four of these truck wheels is frequently more than one-third of the total weight of the engine, and is frequently as much as ten per cent. of the total weight of the train. In the case of the train which met with the accident at Quincy, it was probably about five per cent. of the total train weight.

Within the past year, however, the practicability of applying brakes to these forward truck wheels has been demonstrated. The Old Colony has profited to such an extent by the experience of the Quincy accident as to lead the way in the

application of brakes to these wheels, and has commenced the general application of such brakes. The Boston & Albany has also taken an active interest in the problem; and the Board is informed that the Westinghouse Air Brake Company is now furnishing equipment of this kind to quite a number of railroads, including the New York Central, the Pennsylvania and the Lake Shore. It is earnestly to be hoped that in the near future all of our railroads will run their passenger trains with every wheel braked.

With regard to the second of the above-mentioned defects of ordinary brake equipment, namely, that the brake-shoe pressure is not varied during the stop, mention was made in the report of Prof. Swain of the fact that apparatus had been devised which largely obviated this defect, but that at that time it was to be considered as one of the refinements of brake practice, and too complicated for ordinary use. The Board has observed, however, with much gratification, that some tests have been made at Altoona during the past month with a form of Westinghouse brake which gives the greatest pressure at the beginning of the stop. It is stated that these tests showed that the new brake would stop a train in about seventy-five per cent. of the distance required by the now usual quick-acting brake. If this new brake proves applicable to the ordinary conditions of service, its introduction will mark a great advance. The importance of being able to stop a train in six hundred instead of eight hundred feet can hardly be overestimated.

With regard to the third defect of ordinary brake equipment, namely, that it is not applied instantaneously, its evils may be largely obviated by the use of the latest quick-acting brake, and by providing that the train brake and the locomotive brake shall be applied by one lever.

The table on the next page contains statistics regarding the brake equipment on the different railroads in this State, and is similar to the table on page 133 of the twenty-second annual report of the Board for the year 1890. A comparison of that table with the table on the next page will show the progress that has been made since that time.

It will be noticed that the only railroad having any engines equipped with brakes on the forward truck wheels is the Old Colony, which has already two engines so equipped.

This table shows that at the present time there are 903 passenger engines on the railroads of this State, of which 468, or about 52 per cent., are equipped with driver brakes. In 1890 only 28 per cent. were equipped with driver brakes. According to the returns, 12 of the passenger engines now running are not equipped with train brakes. Of the engines having driver brakes, 432, or 92 per cent., are so arranged that the driver and train brakes can be operated by one handle. In 1890 only 67 per cent. of the engines having driver brakes were so arranged. This indicates that many engines have been altered over in the mean time, and that the lesson taught by the Quincy accident has in this respect been thoroughly learned.

The total number of freight engines is 670, of which 448, or 67 per cent., are provided with driver brakes, and 483, or 72 per cent., with train brakes; while 307 engines, or 68 per cent. of those having driver brakes, have driver and train brakes operated by one handle. In 1890 only 48 per cent. of the freight engines had driver brakes, and only 31 per cent. of these had driver and train brakes operated by one handle. None of the freight engines have brakes on the forward truck wheels.

The number of passenger cars is 3,516. Of these, 1,945, or 55 per cent., are equipped with the old Westinghouse brake, while 1,488, or 42 per cent., are equipped with the quick-acting brake. A small number are equipped with vacuum brakes. In 1890 less than 17 per cent. of the passenger cars were equipped with the quick-acting brake.

The number of passenger cars with six-wheel trucks "owned and leased" by railroads in this State is 44, of which 30, or 68 per cent., are equipped with brakes on all wheels, while 35, or 80 per cent., are equipped with the quick-acting brake. In 1890 the returns indicated 106 cars with six-wheel trucks "running upon our railroads," of which only 6, or less than 6 per cent., had brakes on all wheels, these 6 cars being all on the Boston & Albany Railroad. Leaving out of account cars owned by the parlor car companies, the number of passenger cars with six-wheel trucks equipped with brakes on all wheels has, at all events, been increased from 6 to 30 within the past two years, the New York, New Haven & Hartford, the Old Colony and the Fitchburg railroads having applied them.

The number of freight cars is 41,667, of which 3,639, or 8.7 per cent., are equipped with train brakes.

A study of this table shows that almost all of the railroad companies have been active during the past two years in improving the efficiency of their brake equipment. So far as the table shows, the New York & New England stands first in this respect, almost all of its engines being equipped with driver brakes, and all of its passenger cars being equipped with the quick-acting brake. The Old Colony and the Boston & Albany come next. On the Boston & Maine, the Fitchburg, the New London Northern and the Connecticut River, the majority of the passenger engines are not equipped with driver brakes, and on the first three of these roads only a small proportion of the cars are equipped with the quick-acting brakes. On the Boston & Maine the passenger cars having six-wheel trucks are especially defective in brake power.

FREIGHT-CAR COUPLERS.

The following table shows approximately the total number of freight cars owned and leased by the principal railroad companies of this State, and the number equipped with automatic couplers of the Master Car Builders' type, and with link and pin couplers :—

RAILROAD.	Number of Freight Cars (all kinds) owned and leased.	Equipped with Couplers of M. C. B. Type.	Equipped with Link and Pin Couplers.*	Equipped with Safford Couplers.	Equipped with Other Kinds of Couplers.
Boston & Albany, . . .	6,741	4,000	2,359†	—	382 ¹
Boston & Maine, . . .	10,124	2	9,131	873	118 ²
Connecticut River, . . .	643	190	353	100	0
Fitchburg,	6,201	91	5,413	675	22 ³
New London Northern, . .	330	0	330	0	0
New York & New England,	6,173	212	1,761	4,200	0
New York, New Haven & Hartford,	8,255	500	7,083	542	130 ⁴
Old Colony,	3,200	275	1,375‡	1,550‡	0
Totals,	41,667.	5,270	27,805	7,940	652

* Not including Safford couplers.

† Including Safford couplers.

‡ Estimated.

¹ Ames couplers.

³ Drexel couplers, 4; Cowell couplers, 18.

² United States couplers.

⁴ Miller hook couplers.

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It appears from this table that out of a total of 41,667 freight cars, 5,270, or 12.6 per cent., are equipped with automatic couplers of the Master Car Builders' type; while 35,745, or about 86 per cent., are equipped with link and pin couplers, of which latter 7,940 are Safford couplers.

The proportion of cars equipped with couplers of the Master Car Builders' type appears to be considerably less than the average for the entire country. Mr. T. N. Ely of the Pennsylvania Railroad Company is said to have estimated, in April last, that the total number of cars equipped with couplers of this type was nearly 200,000. This would probably be about 17 per cent. of the total number of freight cars in the country. Mr. Ely stated that the Pennsylvania Railroad Company had 25 to 30 per cent. of its cars so equipped, and that the present output of about a dozen makers of the Master Car Builders' type is 30,000 a month, — that is, 15,000 cars. This estimate of 15,000 cars a month appears to the "Railroad Gazette" to be large, its own estimate, in November, 1891, being 8,000 cars per month.

The following table, from the report of the committee of the American Railway Association, in April, 1892, may give some further idea of the rapidity with which uniformity in couplers is being attained: —

Freight Cars in Service fitted with the Master Car Builders' Type of Automatic Car Couplers.

DATES.	One Hundred Railroads.	Twenty-one Transportation Companies.	Total Number of Cars.
Jan. 1, 1887,	6,341	78	6,419
Jan. 1, 1888,	9,981	1,188	11,169
Jan. 1, 1889,	20,070	2,322	22,392
Jan. 1, 1890,	42,019	6,234	48,253
Jan. 1, 1891,	76,548	8,948	85,496
Jan. 1, 1892,	118,406	16,678	135,084
Additional cars since Jan. 1, 1892, .	1,793	25	1,818
Additional cars under construction or contract Feb. 15, 1892,	25,035	1,574	26,609

BLOCK AND INTERLOCKING SIGNALS.

The advantage of operating railroads under a block system which will insure a space interval between trains, and the insecurity of running by a time schedule, or by the telegraphic method, or upon any system of maintaining merely a time interval between trains, are being daily demonstrated. Frequent train accidents which might have been prevented by a suitable block system are proving that, as a simple measure of economy, lines subjected to heavy traffic ought to be equipped with such a system. The railroad corporations throughout the country are already beginning to appreciate that such is the case, and a rapid development in railroad signalling is going on.

During the past year a number of large contracts have been given out by some of the principal railroad companies in the country for equipping considerable portions of their lines with continuous automatic block signals. Thus, the Chicago & Northwestern has recently contracted for the equipment of eighty-seven and one-half miles of its double track with automatic wire-circuit signals; the passenger tracks of the entire line of the New York Central, from the city of New York to Suspension bridge, are now operated, it is said, under a manual block system with Sykes locks; and the Illinois Central, to provide for the expected traffic at the World's Fair, was last summer equipping fifteen miles of its line, having an average of seven tracks, with an automatic system.

Equally necessary is the equipment of junction and crossing points with branches and other railroads, and of important stations, with an interlocking apparatus which makes it impossible to change or set a switch in any position without first setting the corresponding signals.

The railroads in this State have not been backward in appreciating the value of these improved appliances. Block signals have already been introduced to a considerable extent; and many grade crossings with other railroads, and junction points with branches and other lines, have been provided with a system of signals interlocking with the switches.

The Boston & Albany has probably had a larger experience with automatic signals than any other railroad in the country. Between Boston and Worcester, including the Newton Highlands

branch, there are fifty-one miles of track equipped with automatic block signals with rail circuits, and sixty-four miles of track equipped with track instruments and wire circuits. Between Worcester and Springfield there are one hundred and seven miles of track equipped with automatic block signals with rail circuits, while west of Springfield there are about forty-four miles of track equipped with such signals, mostly east and west of stations. There are in this State fourteen grade crossings of this railroad with other railroads, of which eight are provided with interlocking apparatus. Of the remaining six, two are on branches having comparatively little traffic, and in the case of the other four, one of the tracks is used for freight traffic only. There are in addition sixteen junctions of this road with other railroads and with its own branches, of which seven are interlocked. The others are comparatively unimportant, and at eight of them no passenger cars pass between the two lines.

The Boston & Maine has done something in recent years in introducing improved signals, but no data have been furnished regarding them. There are thirteen grade crossings of this road with other railroads, or of its own lines with each other, two of which are interlocked. Of the remaining eleven, there are two in which one of the lines is a freight branch.

The Boston, Revere Beach & Lynn Railroad a double-track road less than nine miles in length, is not equipped with continuous block signals, but the section of single track one-half mile in length at East Boston is most efficiently protected, not only with block signals, but with an automatic apparatus for stopping trains in case the signals are "at danger." The same device is also used to protect a facing switch at its only branch junction, two of the same to protect the Crescent Beach yard, and two more to protect the drawbridge over the Saugus river. So far as is known to the Board, no other company in the State has adopted this device.

The Connecticut River Railroad, whose main line measures about fifty miles in length in this State, thirty-six being double track, has thirteen automatic block signal sections of about three-quarters of a mile in length each. There are no grade crossings of this road with other railroads, and but five junction points with branches and other lines, one being provided with inter-

locking apparatus. At the other junction points, passenger trains do not pass from one line to the other.

On the Fitchburg Railroad, ten miles of double track between Boston and Waltham are equipped with automatic block signals with rail-circuit system; from Ashburnham junction to Fitchburg, ten miles on the east-bound track with rail-circuit system; from Williamstown to Greenfield, forty-two miles with manual system; and both tracks at Stony Brook, Concord, Royalston and Miller's Falls, both tracks and branch at South Acton, and the east-bound tracks at West Acton, Littleton and Shirley, are severally equipped with rail-circuit station block signals. There are on this railroad, in Massachusetts, nine grade crossings with other railroads, four of which are provided with interlocking apparatus. There are in addition eleven junction points with branches or other railroads, two of which are interlocked. Most of the remaining points are comparatively unimportant, and at four of them passenger trains do not pass from one line to the other.

The New London Northern Railroad, which has fifty-five miles of single-track road in Massachusetts, has no block signals. It has two railroad grade crossings, both with the Boston & Albany, one of which is provided with an interlocking system which is owned and operated by the latter company. It has in addition two junctions with other railroads. These are not interlocked, but at neither of them do passenger trains pass from one line to the other.

The New York & New England Railroad, which has fifty-two miles of double-track main line and about ninety-six miles of single-track branches in Massachusetts, has sixteen miles of its main line, from Boston to Winslow's, provided with automatic block signals on both tracks. It also has five grade crossings with other roads, two of which are interlocked. The other three are not on the main line, and one of these is for its own freight tracks only. There are also nine junction points, two of which are interlocked, while at four at least of the remaining seven, passenger trains do not pass from one line to the other.

The New York, New Haven & Hartford Railroad has sixty-one and a half miles between New Haven and Woodlawn junction, and twelve miles between New Rochelle and Harlem river,

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equipped with the Sykes block signal system ; sixty-two and a half miles between New Haven and Springfield equipped with the Hall system ; fifty-one miles between New Haven and New London now equipping with the Sykes system ; about sixteen miles between New London and Providence equipped continuously with the Union rail-circuit system, together with ten stations equipped with station blocks ; and about ten miles between Providence and Worcester equipped continuously with the automatic rail-circuit system, together with seventeen stations equipped with the same system of station blocks. On this railroad there are in Massachusetts two grade crossings with other railroads, both interlocked, and one crossing with some freight tracks, not interlocked. There are in addition nine junctions with branches or other railroads, at four of which at least passenger trains do not pass between the two lines. Two of these junctions are interlocked.

On the lines of the Old Colony Railroad, there are continuous automatic block signals as follows : On twenty-eight miles of double track between South Boston and Bridgewater ; six miles of double track between Stoughton and Easton ; one mile of double track from Whittenton junction to Taunton central station ; five miles of double track between Somerset and Ferry street in Fall River ; about eight miles of double track from Braintree to the Old Colony house ; and fourteen miles of double track from Boston to Canton junction. There are also isolated block signals protecting stations and curves between Canton junction and Hebronville on the Providence division, and for about seven miles on the Northern division. There are on this road eight grade crossings with other railroads and four with its own branches, of which nine are interlocked. There are also forty-five junctions with branches or other roads, of which twenty-three are interlocked. Of the remainder, many are comparatively unimportant.

It appears, then, that there are in this State thirty-six grade crossings of railroads with each other, of which sixteen are interlocked. Of the remaining twenty, there are four at which one or both railroads consist of freight tracks only, leaving sixteen at which passenger tracks cross other passenger tracks. Of these sixteen, there are seven at which one of the lines is a branch or a subordinate line with comparatively little traffic,

and three at which both lines are branches or subordinate lines ; leaving six at which important lines cross each other. Of these six, two are at Charlestown.

It is intended by the foregoing statements merely to indicate approximately what has been already done in the introduction of block and interlocking signals, and to establish a basis for comparison in noting hereafter the progress in the adoption and use of these systems in the operation of our railroads. Very much remains to be done in this direction. There are important and much travelled lines in this State on which trains are still attempted to be run on the old schedule or time-interval system. The most thoroughly equipped and best conducted railroads are rapidly abandoning it, and in a few years no railroad will be regarded as well equipped or well managed, either in the interest of the company or in point of public safety, which is not fully provided with both block and interlocking signals for the running of trains on all of its regular lines of travel.

RAILROAD CASUALTIES.

The most serious disaster since that on the Old Colony Railroad at Quincy in August, 1890, occurred on the Fitchburg Railroad, at the West Cambridge junction of the Watertown branch, on the 10th of September last. In this casualty nine persons, eight of them passengers, were fatally hurt, and several times that number received injuries more or less severe. It was a case of rear collision, a heavy freight train under full headway running into a passenger train just as it was starting after a stop.

The next most serious and perilous accident of the last year occurred on the Gloucester branch of the Boston & Maine Railroad, at the Paradise crossing in Beverly, on the 17th of August last. This was a head collision between a regular passenger train and a wild freight train. Both trains were under nearly or quite full headway, a sharp curve preventing their seeing each other more than about five seconds before the collision took place. No passenger was seriously injured. One train man was instantly killed and one fatally injured, and several others were severely hurt. All that prevented a much more serious casualty, involving passengers as well as employees, was the lightness of the freight train, which consisted only of a switching engine and two lightly loaded freight cars.

A special report on each of these accidents will be found in the Appendix. They were both due immediately to the fault of employees, — in the former case to gross recklessness, and in the latter to gross incompetency, and in both cases to a disregard and violation of plain and familiar rules.

Both collisions would have been avoided, however, if the branch roads had been double-tracked. The necessities of business and the safety of travel demanded this in each case. The Fitchburg directors had ordered a second track on the Watertown branch, and work had begun before the collision happened, and is now well on towards completion. The Boston & Maine directors had also had under discussion for more than a year the double-tracking of the Gloucester branch, and estimates of the cost had been made. Assurance was given by the general manager, at the public investigation of the accident on that road, that it was the intention of the directors to double-track the branch in the near future, and that the work, or a part of it, would be done very soon.

Neither of the above casualties is included in the following annual summary of railroad accidents, covering the railroad year ending June 30, which, with tabulated and comparative statements, has been prepared as usual by the experienced clerk of the Board, Mr. William A. Crafts.

GENERAL SUMMARY OF RAILROAD ACCIDENTS.

During the year ending June 30, 1892, the number of train accidents reported to the Board was 22. Of these, 15 were collisions and 7 were derailments, including 1 in which a bridge went down. By collisions 20 passengers were injured, many of them slightly, and by derailments 28 passengers were injured, but none seriously; and no passenger was fatally injured by a train accident during the year. Of employees, 2 were killed and 13 were injured in collisions, and 1 was killed and 1 injured by derailment. The total number of injuries by train accidents was 3 fatal and 62 not fatal.

The total number of personal injuries from all causes reported to the Board during the year was 1,072, being 246 more than for the preceding year. Of these, 128 were to passengers, 624 to employees, 91 to persons at highway grade crossings and at stations, and 229 to trespassers on the tracks or cars.

Of the passengers, 40 were injured but none were killed by causes beyond their own control. By their own recklessness or want of ordinary care in getting on or off moving trains or standing on the car steps, 16 were killed and 72 were injured.

The total number of injuries to employees was 624, an increase of 216 over the preceding year. The number of trainmen killed and injured was 529, and of other employees, 95; of all these, 84 were fatally injured, and 540 were injured less seriously and in many cases slightly. Eight were killed and 298 injured while coupling or uncoupling cars; 6 were killed and 25 injured by overhead bridges or other structures; 3 were killed and 24 injured by train accidents; 28 were killed and 76 injured by falling from trains or engines; and 39 were killed and 117 injured by various accidents, chiefly in the yards, and owing largely to the want of care on the part of the injured in the movements frequently necessary in the performance of their duties.

At highway grade crossings protected by gates or flags, 12 persons were killed and 12 were injured; at unprotected crossings, 20 were killed and 27 were injured. This shows 8 more killed and 9 less injured at crossings than in the preceding year. At stations, 8 persons were killed and 12 were injured, in most cases when crossing the track to take a train or after leaving one.

The total number of trespassers killed and injured was 229, of whom 177 were unlawfully on the tracks, and 52 were unlawfully on freight cars. The number killed was 127; injured, 102; being 2 less killed and 31 more injured than in the preceding year.

The increase in the total number of accidents reported is due mainly to the fact that the Boston & Albany Railroad Company has reported many minor accidents of a kind heretofore omitted by it, and apparently not so fully reported by any other company. The number of injuries to employees of that company is 198, and about four times as many as were reported the preceding year. A few injuries reported were of so trifling a nature that they have not been included in the tables.

The ratio of accidents to miles of track operated by the several railroad companies shows an inequality which is probably due partly to the different degrees of completeness with which

accidents are reported, and partly to difference in the traffic of the several roads.

RAILROADS.	Miles of Track operated in Massachusetts.	Number of Accidents.	Ratio of Accidents to Miles Operated.
Boston & Albany, . . .	740.36	283	1 to 2.61 miles.
Boston & Maine, . . .	927.38	301	1 to 3.08 "
Fitchburg, . . .	560.49	164	1 to 3.41 "
New York & New England, .	263.11	111	1 to 2.37 "
Old Colony, . . .	1,001.82	159	1 to 6.30 "
Connecticut River, . . .	140.85	12	1 to 11.73 "
New London Northern, . .	68.60	1	1 to 68.60 "
New York, New Haven & Hart- ford, . . .	108.84	8	1 to 13.60 "
New York, Providence & Boston,	73.30	15	1 to 4.89 "

The number of passengers carried on all the railroads operated by Massachusetts corporations, and on Massachusetts railroads operated by outside corporations, by the returns for 1892 was 110,915,454. Twenty per cent. of that number is considered a fair estimate of those whose journey was entirely outside of this State; and that would give, in round numbers, 89,000,000 as the number of passengers in the State. The number of passengers killed and injured was 128, or one in 695,312; the ratio of killed was one in 5,562,500; of injured, one in 794,643; but these figures include all passengers killed and injured, whether by causes beyond their own control, or through their own imprudence or misconduct. No passenger of the 89,000,000 was killed by causes beyond his own control, and but one in 2,225,000 was injured by such causes. This is a more favorable record than those for the last two or three years.

The average distance travelled on Massachusetts railroads within and without the State, was 14.35 miles. The passenger mileage in Massachusetts would therefore be approximately

1,277,150,000 miles, or the equivalent of one passenger carried that number of miles.

This affords the following ratio of accidents, for which the passenger was in no way responsible, to the miles travelled : —

Number killed,	0
Number carried one mile without a fatal accident,	1,277,150,000
Number injured,	40
Number carried one mile for one injured,	31,928,750

This formula cannot well be applied to the railroads severally, for the reason that, while 20 per cent. is a fair estimate of the number of passengers who travel wholly outside the State on all the roads, that proportion would manifestly be unfair and misleading for some of the roads. The proportion travelling wholly outside the State on the Old Colony Railroad, for instance, would be very much less than 20 per cent., while those travelling on the New York, New Haven & Hartford Railroad, wholly outside the State, would largely exceed 20 per cent. It can, however, happily be said of each of these companies, that not one of all the passengers it carried in Massachusetts was killed by causes beyond his own control.

The ratio of accidents to employees to miles of railroad track operated is as follows :—

RAILROADS.	Miles of Track Operated in Massachusetts.	Accidents to Employees.	Ratio of Accidents to Miles Operated.
Boston & Albany,	740.36	198	1 to 3.73 miles.
Boston & Maine,	927.38	169	1 to 5.48 “
Fitchburg,	560.49	101	1 to 5.54 “
New York & New England,	263.11	62	1 to 4.24 “
Old Colony,	1,001.82	77	1 to 13.01 “
Connecticut River,	140.85	1	1 to 140.85 “
New London Northern,	68.60	1	1 to 68.60 “
New York, New Haven & Hartford,	108.84	2	1 to 54.42 “
New York, Providence & Boston,	73.30	8	1 to 9.16 “

It is evident from this table that the New York, New Haven & Hartford, the New London Northern and the Connecticut River railroad companies did not report all the accidents to employees, and apparently the Old Colony did not report as fully as the Boston & Albany.

The ratio of employees killed and injured to the freight train mileage on some of the railroads is shown in the following table. This table, however, gives the miles run by freight trains on the whole of the several roads, while the accidents are only those which occurred in Massachusetts, and is therefore only approximately correct. There is no way of ascertaining by the returns or estimating therefrom the miles run by freight trains within the State. The railroads named in the table are those which have the least of such mileage outside the State.

RAILROADS.	Total Miles run by Freight Trains.	Number of Accidents.	Ratio of Accidents to Total Freight Mileage.
Boston & Albany, . . .	2,557,276	198	1 to 12,915 miles.
Fitchburg, . . .	3,393,162	101	1 to 33,595 "
Old Colony, . . .	1,501,252	77	1 to 19,496 "
Connecticut River, . . .	165,386	1	1 to 165,386 "

The ratio of grade-crossing accidents to the number of grade crossings on the principal railroads in Massachusetts, and on all the railroads combined, is as follows : —

RAILROADS.	Number of Crossings.	Persons In- jured.	Ratio of Accidents to Grade Crossings.
Boston & Albany, . . .	278	6	1 to 46 crossings.
Boston & Maine, . . .	559	25	1 to 22 "
Connecticut River, . . .	49	4	1 to 12 "
Fitchburg, . . .	247	14	1 to 27 "
New York & New England, .	162	6	1 to 27 "
Old Colony, . . .	665	12	1 to 55 "
All the railroads, . . .	2,216	71	1 to 31 "

Considering the numerous trains that pass over these crossings, and the thousands of travellers who cross the tracks daily, it may be considered fortunate that not more than 71 persons were killed or injured during the year.* But it should none the less be the policy of the State and the railroad companies to reduce the number of crossings and consequently the number of accidents.

The average number of persons employed the last year by the railroad corporations making returns to the Board was 44,784, being an increase of 2,495 over the preceding year, and an increase of 17,381 over the number employed ten years ago, in 1881-82.

FLOUR AND GRAIN TRADE OF BOSTON.

The recent statements in the newspapers in relation to certain movements for increasing the terminal facilities of Boston for export business, make the receipts of flour and grain from the West a matter of some interest. The differential in addition to the rate to New York, by which Boston has been handicapped in this business for many years, and the reduction of that differential during the past year, have been already referred to in this report (see pages 17, 18, *ante*).

While the export of provisions and of cattle from Boston has increased of late years, the export of bread stuffs has remained nearly stationary, or has actually decreased, as will appear by the tables on the following pages, showing the receipts of flour and grain during the ten years 1883-92. A remarkable increase in the receipts of wheat in 1892 will, however, be noted.

Similar tables have been printed annually in the reports of the Board for twenty years, showing the receipts since 1869. While they have increased considerably over those of the earlier years, the tables for the last ten years do not make a very favorable exhibit for Boston. It must be borne in mind, however, that much grain which formerly came to Boston for distribution in New England now goes by through shipment directly to other points for distribution and consumption.

* Supposing 25 trains a day pass each of the 2,216 grade crossings in the State (and there are hundreds of trains which pass daily over some of them); in a year of 313 days it would be equivalent to more than 18,000,000 passages of trains over a grade crossing, and 253,520 trains would cross before a person was injured.

Receipts of Flour in Boston during Ten Years, ending September 30.

ROUTE.	FLOUR — BARRELS.									
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
Boston & Albany Railroad, .	699,553	610,673	667,148	520,810	456,161	477,001	448,134	417,525	336,556	404,606
Boston & Lowell Railroad, .	133,491	132,825	186,304	119,324	126,891	118,684	86,561	117,128	133,694	179,129
Fitchburg Railroad, .	1,268,605	1,514,586	1,172,335	1,747,500	1,662,582	1,137,849	946,319	764,810	995,889	1,015,671
Grand Junction (B.&A.R.R.),	1,110,564	1,107,960	1,193,323	894,118	1,076,691	946,884	700,998	672,189	650,012	869,483
N. Y. & New England R.R., .	331,391	278,944	101,214	69,011	66,167	178,495	197,620	279,759	433,085	356,001
Total by through lines from the West, . . . }	3,543,604	3,642,788	3,320,324	3,350,763	3,388,492	2,858,913	2,379,632	2,251,411	2,549,236	2,824,890
Boston & Maine Railroad, .	16,126	9,383	1,462	1,431	2,761	1,718	3,498	152,101	154,360	255,809
Boston & Providence R.R., .	5,548	1,876	349	1,091	1,088	1,139	6,521	15,145	19,595	47,394
Eastern Railroad, . . .	9,950	11,776	1,580	-	-	-	-	-	-	-
Old Colony Railroad, . . .	4,390	3,218	1,941	3,414	2,199	1,460	10,206	1,466	2,143	4,695
Portland steamer, . . .	459	187	25	905	298	372	43	1,714	234	70
New York steamer, . . .	991	6,130	1,857	3,963	6,859	8,559	14,060	12,904	11,303	16,938
Baltimore steamer, . . .	7,562	21,648	12,574	13,196	19,413	26,120	26,683	18,319	13,079	13,158
Philadelphia steamer, . . .	10	1,370	250	274	823	1,000	1,477	14,508	6,961	6,873
New Orleans steamer, . . .	225	-	-	-	-	-	-	-	-	-
Sailing vessels, . . . }	1,823	4,937	2,741	135	-	13	25	715	901	150
Other sources, . . .	-	-	-	-	-	-	-	-	-	-
Total from seaboard, .	47,084	62,725	22,779	24,409	33,441	40,381	62,513	216,872	208,516	345,087
Total from all sources, .	3,590,688	3,705,513	3,343,103	3,375,172	3,421,933	2,899,294	2,442,145	2,468,283	2,757,812	3,169,977

Receipts of Corn in Boston during Ten Years, ending September 30.

ROUTE.	CORN—BUSHELS.									
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
Boston & Albany Railroad, .	927,490	1,041,605	1,603,457	1,380,395	1,385,793	706,070	1,304,820	968,310	1,409,825	1,673,935
Boston & Lowell Railroad, .	571,595	510,214	408,400	226,370	429,553	595,997	577,770	530,585	434,772	393,590
Fitchburg Railroad, .	4,111,500	3,876,725	3,764,185	4,399,160	2,427,420	2,038,725	4,895,789	5,918,995	2,494,308	2,854,926
Grand Junction (B.&A.R.R.),	3,386,291	4,193,700	2,987,880	2,185,400	2,518,400	2,504,550	4,100,960	3,143,170	2,180,275	2,177,718
N. Y. & New England R.R., .	843,554	363,637	38,051	76,551	48,886	258,312	741,915	335,925	546,841	608,571
Total by through lines } from the West, .	9,840,430	9,985,881	8,801,973	8,267,876	6,810,052	6,103,654	11,621,254	10,896,985	7,066,021	7,708,740
Boston & Maine Railroad, .	305,077	124,635	6,150	60,386	45,665	6,385	10	24,960	18,530	51,335
Boston & Providence R.R., .	700	800	500	1,179	1,175	-	-	-	-	1,000
Eastern Railroad, .	16,270	6,664	1,425	-	-	-	-	-	-	-
Old Colony Railroad, .	5,300	5,450	500	1,100	1,250	-	-	-	-	-
Portland steamer, .	-	-	-	-	-	-	-	-	-	-
New York steamer, .	-	-	-	-	728	-	-	-	-	-
Baltimore steamer, .	15,712	32,942	6,498	4,816	6,687	3,409	-	6,870	5,070	7,507
Philadelphia steamer, .	-	-	-	240	-	-	-	-	-	-
New Orleans steamer, .	16,444	-	1,500	-	-	-	-	-	-	-
Savannah steamer, .	72,891	5,416	-	-	19,500	53,885	-	-	-	-
Other sources, .	-	-	-	-	-	-	-	-	-	-
Total from seaboard, .	432,394	175,907	16,573	67,712	75,005	63,679	10	31,830	23,600	59,842
Total from all sources, .	10,272,824	10,161,788	8,818,546	8,335,588	6,885,057	6,167,333	11,621,264	10,928,815	7,089,621	7,768,582

Receipts of Oats in Boston during Ten Years, ending September 30.

ROUTE.	OATS—BUSHELS.									
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
Boston & Albany Railroad, .	1,332,825	1,754,628	2,170,405	2,179,530	1,663,457	2,161,893	2,088,965	1,854,005	2,008,640	2,111,533
Boston & Lowell Railroad, .	163,421	78,876	487,889	474,539	610,256	733,150	637,560	976,783	994,099	1,807,763
Fitchburg Railroad, .	2,734,844	3,124,318	2,877,370	4,695,640	3,572,504	2,762,035	3,056,765	3,367,621	2,776,275	3,160,819
Grand Junction (B. & A.R.R.),	558,200	702,250	463,700	194,670	217,000	341,000	332,900	281,704	88,260	202,160
N. Y. & New England R.R., .	93,118	85,260	33,722	19,615	98,105	224,378	246,450	639,600	861,195	626,887
Total by through lines } from the West, .	4,882,408	5,745,332	6,033,086	7,562,994	6,161,322	6,222,456	6,362,640	7,119,713	6,728,469	7,909,162
Boston & Maine Railroad, .	28,400	5,925	7,575	4,182	1,000	11,860	3,000	65,878	83,650	157,630
Boston & Providence R.R., .	-	-	-	-	-	-	-	-	600	22,450
Eastern Railroad, .	20,005	7,100	400	-	-	-	-	-	-	-
Old Colony Railroad, .	800	3,100	600	2,325	650	-	-	-	-	-
Portland steamer, .	-	-	-	-	-	-	-	-	-	500
New York steamer, .	-	-	-	-	-	-	-	-	-	-
Baltimore steamer, .	-	1,437	-	-	-	-	-	-	-	-
Philadelphia steamer, .	-	-	-	-	-	-	-	-	-	-
New Orleans steamer, .	-	-	-	-	-	-	-	-	-	-
Sailing vessels, .	-	-	-	-	-	-	-	-	-	-
Other sources, .	-	-	2,968	-	-	-	-	-	-	-
Total from seaboard, .	49,205	17,562	11,543	6,507	1,650	11,860	3,000	65,878	84,250	180,580
Total from all sources, .	4,931,613	5,762,894	6,044,629	7,570,501	6,162,972	6,234,316	6,365,640	7,185,591	6,812,719	8,089,742

Receipts of Wheat in Boston during Ten Years, ending September 30.

ROUTE.	WHEAT -- BUSHELS.									
	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
Boston & Albany Railroad, .	36,005	24,900	91,855	40,919	49,596	41,329	24,860	36,750	34,184	43,505
Boston & Lowell Railroad, .	198,731	94,666	106,968	199,574	69,617	16,054	3,720	20,100	22,188	1,011,683
Fitchburg Railroad, .	990,289	842,662	1,193,555	730,443	1,713,755	1,135,870	166,726	640,760	1,052,950	4,801,535
Grand Junction (B. & A. R. R.),	1,037,170	722,100	871,300	1,127,371	1,613,100	502,150	204,450	55,650	312,530	1,946,777
N. Y. & New England R. R., .	295,100	103,074	-	121	1,700	7,985	1,040	3,000	2,840	17,852
Total by through lines } from the West, .	2,557,295	1,787,402	2,263,678	2,098,428	3,447,768	1,703,388	400,796	756,260	1,424,692	7,821,352
Boston & Maine Railroad, .	17,957	10,400	-	1,088	600	506	-	720	2,500	12,224
Boston & Providence R.R., .	10,000	600	-	-	-	-	-	-	-	-
Eastern Railroad, .	1,015	1,400	600	-	-	-	-	-	-	-
Old Colony Railroad, .	-	-	-	-	-	-	-	-	-	-
Portland steamer, .	-	-	-	-	-	-	-	-	-	-
New York steamer, .	-	-	-	-	-	-	-	-	-	-
Baltimore steamer, .	-	-	-	-	-	-	-	880	4,510	1,000
Philadelphia steamer, .	-	-	-	-	-	-	-	-	-	-
New Orleans steamer, .	-	-	-	-	-	-	-	-	-	-
Savannah steamer, .	-	-	-	-	-	-	-	-	-	-
Other sources, .	-	4,500	-	-	-	-	-	-	-	-
Total from seaboard, .	28,972	16,900	600	1,088	600	500	-	1,600	7,010	13,224
Total from all sources, .	2,586,267	1,804,302	2,264,278	2,099,516	3,448,368	1,703,888	400,796	757,860	1,431,702	7,834,576

RAILROAD CONSTRUCTION.

During the year ending June 30, 1892, there were constructed the following additional miles of railroad in this State : —

Old Colony (Walpole and Dedham Branch),	5.760
Old Colony (Whittenton Cut-off), . . . . .	.980
	<hr/>
	6.740
And there was an increase in the number of miles by re-measure- ments on several roads of	1.307
	<hr/>
Additional miles,	8.047

MILEAGE OF RAILROADS.

The total length of railroads belonging to the corporations making returns to this Board was 3,281.362 miles of main line and branches, of which 1,175.257 were provided with double track. Last year the total length was 3,216.966 miles, with 1,121.977 miles of double track; showing an increase of 64.936 of total length, and an increase of 53.280 miles of double track. The total length of sidings was 1,648.816 miles, as against 1,582.965; showing an increase of 65.851 miles. The total length of track, considering double track and sidings as so much additional single track, is 6,105.435 miles as against 5,921.908 of last year; the increase being 183.527 miles. Of the whole amount there are in this State of main line 2,094.907 miles, of double track 833.877, and of sidings 1,115.073 miles, being a total of 4,043.857 miles, as against 3,992.419 miles of last year; showing an increase of track in this State of 51.438 miles.

COST OF ROADS.

The average cost of standard-gauge road is returned at \$70,725.00 per mile; the cost of equipment per mile operated averages \$7,098.34, — making the average cost of a standard-gauge road, with equipment, \$77,823.34. The cost of narrow-gauge roads averages \$27,497.56 per mile, and \$6,130.03 per mile additional for equipment.

NUMBER OF CORPORATIONS.

Returns were received from fifty-three corporations. The Brookline & Pepperell and the Southbridge, Sturbridge & Brookfield having been incorporated under the general railroad act, and the Plymouth & Middleborough having made a return, have been added to the list of companies.

On the other hand, the Boston, Winthrop & Shore having been consolidated with the Boston, Revere Beach & Lynn, and the Cheshire having been consolidated with the Fitchburg, these companies have been dropped from the list.

CAPITAL STOCK AND DEBT.

The aggregate capital stock was \$174,513,552.35, an increase of \$16,025,126.20, resulting from an increase of the capital stock of the following companies : —

Boston & Maine,	\$5,306,000 00
Boston & Albany,	5,000,000 00
New York, New Haven & Hartford,	4,675,000 00
New York & New England (preferred),	965,000 00
Old Colony,	600,000 00
Boston & Lowell,	300,000 00
Hoosac Tunnel & Wilmington,	160,000 00
Boston, Revere Beach & Lynn,	100,000 00
Norwich & Worcester,	20,000 00
Central Massachusetts,	1,090 00

The capital stock liability of the Boston & Albany, amounting to the sum of \$527,320, of which mention was made in the report for last year, is now included in the above issue of capital stock. The Chelsea Beach, with a capital stock of \$91,000, has been purchased by the Boston & Maine ; the Boston, Winthrop & Shore, with a capital stock of \$289,600, has been consolidated with the Boston, Revere Beach & Lynn ; the Fall River, Warren & Providence, with a capital stock of \$150,000, and the Martha's Vineyard, with a capital stock of \$40,000, have been sold under a foreclosure of mortgages. The capital stocks of these four companies have been dropped from our accounts. The Nantucket reports a reduction of capital

stock of \$4,000, and the Boston & Maine reports a reduction of its preferred capital stock of \$43.80.

The net debt of the companies — the gross debt less cash assets — amounts to \$101,670,608.80, a decrease of \$10,471,-856.78. In computing the net debt the sum of \$4,762,534.94, being materials and supplies on hand, and the sum of \$5,008,-027.54, being certain items carried on the books of the companies as “other assets,” have not been included in the deduction of cash assets. The cash assets of all the railroad companies of the State have been increased by the amount of \$74,018.62. The returns for the last seven years are as follows : —

YEARS.	Stock.	Net Debt.
1886,	\$130,687,969 02	\$71,012,497 49
1887,	150,469,414 02	81,646,094 60
1888,	151,076,704 02	92,088,750 60
1889,	151,781,704 02	106,092,582 62
1890,	157,243,516 15	104,715,044 63
1891,	158,488,426 15	112,142,465 58
1892,	174,513,552 35	101,670,608 80

GROSS EARNINGS.

The total gross earnings from operation of the roads are \$64,143,286.66, an increase of \$2,660,182.33 over 1891, when they amounted to the sum of \$61,483,104.33 ; the operating expenses amounted to \$44,690,012.00, an increase of \$2,257,-949.24 over 1891, when they were \$42,432,062.76 ; the net income from operation is \$19,453,274.66, an increase of \$402,233.09 over last year, when it amounted to the sum of \$19,051,041.57. The income from lease of road is \$3,500,-334.94, an increase of \$16,365.71 over that of 1891, when this item was \$3,483,969.23 ; the income from other sources is \$1,396,843.12, an increase over last year of \$37,984.19, when

it amounted to the sum of \$1,358,858.93, making the total income — less operating expenses — of these corporations amount to \$24,350,452.72, being an increase of \$456,582.79 over the year 1891, when this item amounted to the sum of \$23,893,869.73.

The total deductions — being interest, taxes, rentals and organization expenses — amounted to \$14,182,421.92, a decrease of \$81,640.93 from last year, when these deductions amounted to the sum of \$14,264,062.85, leaving for this year an amount applicable to dividends of \$10,168,030.80, an increase over the year 1891 of \$538,223.92, when it amounted to the sum of \$9,629,806.88.

The earnings from the passenger department were \$32,211,733.19, an increase of \$1,273,678.76 over the year 1891, when they amounted to \$30,938,054.43. The earnings from the freight department were \$30,878,349.99, an increase of \$1,145,626.19 over those of last year, which amounted to \$29,732,723.80.

The “express, mail and other” earnings included in the total passenger earnings, as given above, amounted to \$3,130,182.70, being an increase of \$124,715.99, this item having been, in 1891, \$3,005,466.71.

The earnings from “elevators,” etc., included in the total freight earnings, were \$414,123.98, being an increase of \$71,386.88 over last year, when they amounted to \$342,737.10.

The “other earnings” from operation amounted to \$1,053,203.48, an increase of \$240,877.38 from the year 1891, when this item was \$812,326.10.

YEARS.	Total Transportation.	Increase or Decrease from Previous Year.	Percentage.
1882-83,	\$41,635,800 39	-	-
1883-84,	41,456,977 30	\$178,823 09*	0.43*
1884-85,	41,742,340 99	285,363 69	0.69
1885-86,	46,171,689 24	4,429,348 25	10.61
1886-87,	50,068,658 34	3,896,969 10	8.40
1887-88,	53,720,034 83	3,651,376 49	7.29
1888-89,	55,856,900 85	2,136,866 02	3.98
1889-90,	59,230,760 62	3,373,859 77	6.04
1890-91,	61,483,104 33	2,252,343 71	3.80
1891-92,	64,143,286 66	2,660,182 33	4.33

* Decrease.

The following tables show the passenger and freight earnings for the past ten years, and the comparative amount of passenger and freight mileage during the same period : —

YEARS.	Passenger Earnings.	Freight Earnings.	Other Earnings.
1882-83,	\$20,602,289 13	\$21,033,511 26	—
1883-84,	21,207,200 42	20,249,776 88	—
1884-85,	21,549,369 27	20,192,971 72	—
1885-86,	23,331,325 71	22,840,363 53	—
1886-87,	25,285,736 69	24,782,921 65	—
1887-88,	27,368,655 77	26,351,379 06	—
1888-89,	28,154,549 42	27,064,063 57	\$638,287 86
1889-90,	29,437,711 97	29,225,214 19	567,834 46
1890-91,	30,938,054 43	29,732,723 80	812,326 10
1891-92,	32,211,733 19	30,878,349 99	1,053,203 48

Passenger and Freight Mileage.

YEARS.	Total Passenger Mileage.	Total Freight Mileage.
1882-83,	943,245,658	1,220,824,418
1883-84,	1,007,136,376	1,229,368,472
1884-85,	1,041,628,073	1,266,160,455
1885-86,	1,124,148,045	1,391,626,438
1886-87,	1,242,031,078	1,517,932,012
1887-88,	1,303,094,023	1,685,923,614
1888-89,	1,356,281,981	1,771,581,781
1889-90,	1,458,149,088	1,976,652,769
1890-91,	1,528,234,020	2,073,437,566
1891-92,	1,591,795,252	2,241,775,988

The increase of passenger mileage, or passengers carried one mile, for the year amounts to 63,561,232. The increase of freight mileage, or tons of freight carried one mile, amounts to 168,338,422. The total number of passengers carried was 110,915,454, showing an increase of 3,643,612 over the previous year. The whole number of tons of freight carried was 31,131,146, as against 29,181,594, showing an increase of 1,949,552 tons.

GROSS EARNINGS PER MILE OF ROAD.

The average sum earned on each mile of main track and branch operated was \$15,920.33. The average earnings from operation per mile, on the five operating roads of standard-gauge terminating in Boston, were \$15,241.26.

COST OF OPERATING.

The following table shows the cost of operating the roads during the past ten years, and the percentage of operating expenses, not including taxes, to gross receipts : —

YEARS.	Cost of Operating per Mile of Road.	Percentage of Operating Expenses to Gross Earnings.
1882-83,	\$9,192 56	71
1883-84,	8,062 12	66
1884-85,	7,460 50	62
1885-86,	8,147 84	63
1886-87,	8,416 72	64
1887-88,	9,320 43	65
1888-89,	9,545 96	64
1889-90,	10,033 07	67
1890-91,	10,637 27	69
1891-92,	11,092 09	70

DIVIDENDS.

The total amount of dividends declared was \$9,529,574.98, an increase of \$516,058.24 from last year. Of the 53 railroad corporations 33 paid dividends varying from 1¼ to 10 per cent. The following table shows the amount paid in dividends by all the corporations for ten years, with the percentage to capital stock, and also the amount of interest paid : —

YEARS.	Amount Paid in Dividends.	Percentage to Total Capital Stock.	Interest Paid.
1882-83,	\$6,379,721 10	5.21	\$4,756,085 23
1883-84,	6,535,054 92	5.12	4,729,328 56
1884-85,	6,551,704 15	5.10	4,767,095 88
1885-86,	6,857,506 30	5.33	4,810,019 68
1886-87,	7,550,901 61	5.02	4,880,512 85
1887-88,	7,986,226 10	5.29	5,506,299 90
1888-89,	7,380,366 75	4.86	5,909,669 49
1889-90,	8,450,560 39	5.37	5,776,570 08
1890-91,	9,013,516 74	5.69	5,964,230 19
1891-92,	9,529,574 98	5.46	5,929,697 05

AMOUNT OF BUSINESS.

The total number of passengers carried during the year on the roads of the companies making returns to this Board was 110,915,454, and each passenger travelled on the average 14.35 miles, making a passenger mileage of 1,591,795,252 miles. The total number of tons of freight carried was 31,131,146; each ton of freight was carried an average of 72.01 miles, being a ton mileage of 2,241,775,988 miles.

The annual passenger and freight movement on all the roads, for ten years, appears in the following tables : —

YEARS.	No. of Passengers Carried.	No. of Passengers Carried One Mile.	Average Distance Travelled.
1882-83,	61,530,747	943,245,658	15.33
1883-84,	66,517,265	1,007,136,376	15.29
1884-85,	69,603,700	1,041,628,073	14.97
1885-86,	75,842,581	1,124,148,085	14.82
1886-87,	82,923,364	1,242,031,078	14.98
1887-88,	89,686,412	1,303,094,023	14.53
1888-89,	93,529,299	1,356,281,981	14.50
1889-90,	98,843,712	1,458,149,088	14.75
1890-91,	107,271,842	1,528,234,020	14.25
1891-92,	110,915,454	1,591,795,252	14.35

YEARS.	Tons Freight Carried.	Tons Freight Carried One Mile.	Average Dis- tance each Ton was Carried.
1882-83,	20,202,881	1,220,824,418	60.43
1883-84,	20,273,920	1,229,368,472	60.64
1884-85,	20,577,096	1,266,160,455	61.53
1885-86,	22,925,532	1,391,626,438	60.70
1886-87,	24,605,140	1,517,932,012	60.88
1887-88,	25,787,383	1,685,923,614	65.38
1888-89,	25,482,103	1,771,581,781	69.52
1889-90,	27,944,501	1,976,652,769	70.73
1890-91,	29,181,594	2,073,437,566	71.05
1891-92,	31,131,146	2,241,775,988	72.01

The miles run by passenger and freight trains, and the total miles run by all trains for the past ten years, were as follows :—

YEARS.	MILES RUN BY—		
	Passenger Trains.	Freight Trains.	All Trains.
1882-83,	14,244,658	11,382,154	31,150,823
1883-84,	15,157,425	11,282,338	32,304,333
1884-85,	16,212,988	11,722,667	34,168,999
1885-86,	17,268,159	12,303,808	36,441,043
1886-87,	18,522,488	13,057,794	39,391,079
1887-88,	20,262,326	13,693,603	42,494,669
1888-89,	20,316,766	14,008,891	43,082,423
1889-90,	21,020,064	15,306,155	45,448,365
1890-91,	22,288,108	16,727,141	48,981,684
1891-92,	23,548,735	17,466,057	51,365,462

AVERAGE EARNINGS PER REVENUE-TRAIN MILE.

The average earnings per revenue-train mile from operation of all roads, during the year, were \$1.554.

The earnings for each revenue-train mile, for each passenger-train mile, and for each freight-train mile, on eight of the principal roads in the State during the past five years, are given in the following tables : —

	EARNINGS PER TOTAL REVENUE-TRAIN MILE.				
	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
Boston & Albany, . . .	\$1.717	\$1.809	\$1.863	\$1.800	\$1.804
Boston & Maine, . . .	1.472	1.476	1.549	1.469	1.483
Fitchburg,	1.359	1.380	1.430	1.338	1.308
New York & New England,	1.585	1.565	1.544	1.400	1.319
Old Colony,	1.743	1.828	1.601	1.607	1.591
Connecticut River, . . .	1.955	1.966	1.971	1.835	1.814
New York, New Haven & Hartford,	1.822	1.766	1.789	1.803	1.801
Providence & Worcester, .	2.282	2.153	2.218	1.979	1.861

	EARNINGS PER PASSENGER-TRAIN MILE.				
	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
Boston & Albany, . . .	\$1.739	\$1.725	\$1.657	\$1.564	\$1.570
Boston & Maine, . . .	1.250	1.295	1.367	1.319	1.329
Fitchburg, . . . . .	.971	.970	1.053	1.093	1.066
New York & New England,	1.141	1.120	1.130	1.088	1.069
Old Colony,	1.460	1.516	1.409	1.422	1.372
Connecticut River, . . .	1.332	1.308	1.217	1.140	1.100
New York, New Haven & Hartford,	1.614	1.633	1.674	1.732	1.702
Providence & Worcester, .	1.523	1.469	1.416	1.419	1.248

	EARNINGS PER FREIGHT-TRAIN MILE				
	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
Boston & Albany, . . .	\$1.696	\$1.762	\$1.966	\$1.961	\$1.921
Boston & Maine, . . .	1.884	1.769	1.822	1.679	1.708
Fitchburg,	1.759	1.704	1.670	1.410	1.375
New York & New England,	2.093	2.095	1.961	1.644	1.510
Old Colony,	2.496	2.742	2.053	2.031	2.075
Connecticut River, . . .	3.438	3.412	3.953	3.590	3.827
New York, New Haven & Hartford,	2.213	1.990	1.951	1.916	1.931
Providence & Worcester, .	3.587	3.243	3.540	2.889	2.866

COST OF RUNNING TRAINS.

The average cost of running trains one mile during this year on all roads reported has been \$0.870. The cost (not including taxes) of running each train mile for the past eight years was as follows : —

Cost per Total Train Mile.

1884-85, . . .	\$0.813	1888-89, . . .	\$0.874
1885-86, . . .	.845	1889-90, . . .	.872
1886-87, . . .	.883	1890-91, . . .	.866
1887-88, . . .	.906	1891-92, . . .	.870

The following table shows the cost, not including taxes, for five years, per total train mile, to each of the leading corporations of the State : —

	COST PER TOTAL TRAIN MILE.				
	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
Boston & Albany, . . .	\$0.987	\$0.912	\$0.955	\$1.000	\$1.024
Boston & Maine, . . .	.810	.789	.812	.785	.786
Fitchburg, . . .	.800	.788	.771	.780	.756
New York & New England, . . .	.831	.823	.798	.743	.770
Old Colony, . . .	.949	1.016	.951	.958	.952
Connecticut River, . . .	1.077	1.058	1.094	.994	1.051
New York, New Haven & Hartford, . . .	1.029	1.004	1.007	1.016	1.012
Providence & Worcester, . . .	1.055	.879	.868	.796	.787

The cost of certain specified items of train service per total train mile for the last six years is divided as follows : —

	1887.	1888.	1889.	1890.	1891.	1892.
Repairs of road-bed	\$0.125	\$0.131	\$0.122	\$0.112	\$0.104	\$0.105
of bridges, . . .	.022	.030	.024	.020	.022	.017
of rails, . . .	.013	.018	.021	.014	.016	.017
of locomotives, . . .	.054	.051	.046	.050	.042	.049
of passenger cars, . . .	.041	.048	.038	.036	.036	.037
of freight-cars, . . .	.048	.047	.037	.045	.041	.044
Wages, . . .	.284	.286	.289	.292	.297	.297
Oil and waste, . . .	.007	.007	—	—	—	—
Fuel, . . .	.095	.099	.101	.098	.102	.105
Totals, . . .	\$0.689	\$0.717	\$0.678	\$0.667	\$0.660	\$0.671

FARES AND FREIGHTS PER MILE.

The four following tables show the average fares on all roads, the average fares and freights for six years on the leading roads, and the change in average rate of freight on five roads since 1865 :—

Average Fare on all Roads.

1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
\$0.0187	\$0.0188	\$0.0185	\$0.0190	\$0.0187	\$0.0183	\$0.0183	\$0.0183

Average Fares for Six Years.

	FARES.					
	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . . .	1.88	1.87	1.87	1.86	1.82	1.83
Boston & Maine, . . .	1.83	1.94	1.86	1.81	1.82	1.81
Old Colony, . . .	1.69	1.85	1.83	1.82	1.82	1.80
Fitchburg, . . .	1.89	1.97	1.96	1.91	1.87	1.91
New York & New England,	2.07	2.02	2.00	1.96	1.98	2.08
Connecticut River, . . .	2.42	2.42	2.40	2.39	2.26	2.16
New York, New Haven & Hartford, . . .	1.77	1.68	1.72	1.66	1.69	1.70
Providence & Worcester,	2.10	2.12	2.28	2.27	2.00	1.88

Average Freights for Six Years.

	FREIGHTS.					
	1887.	1888.	1889.	1890.	1891.	1892.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . . .	1.10	1.08	1.03	1.11	1.08	1.06
Boston & Maine, . . .	2.22	1.96	1.88	1.71	1.67	1.51
Old Colony, . . .	2.90	2.90	2.91	2.66	2.63	2.77
Fitchburg, . . .	1.13	1.09	1.02	0.99	1.00	0.93
New York & New England,	1.63	1.56	1.36	1.22	1.14	1.16
Connecticut River, . . .	2.92	2.65	2.74	2.75	2.75	2.43
New York, New Haven & Hartford, . . .	1.95	1.78	1.83	1.81	1.79	1.75
Providence & Worcester,	2.55	2.52	2.54	2.50	1.98	1.88

Average Rates of Freight, 1865 and 1892.

	Rate 1865. Cents.	Rate 1892. Cents.	Per cent. of 1892 to 1865.
Boston & Albany,	3.90	1.06	27
Boston & Maine,	4.58	1.51	33
Connecticut River,	6.20	2.43	39
Fitchburg,	4.10	0.93	23
Old Colony,	3.20	2.77	87

STEEL RAILS.

During the year, 335.733 miles of steel rail were laid, as against 344.544 laid last year, making the whole amount now laid 5,272.827 miles, being more than the total of main line, including double track and branches, showing that part of the sidings are now in steel. The amount of steel rail laid each year for six years is shown in the following table : —

	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
Steel rail (miles), .	329	287	80	322	345	336

ROLLING STOCK.

The increase in the number of locomotives during the year has been 66 ; the increase of passenger cars, 173 ; mail and baggage cars have increased 8 ; freight cars have increased 206.

The following table shows the amount of rolling stock returned for the last seven years : —

	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
Locomotives, .	1,445	1,550	1,635	1,621	1,643	1,713	1,779
Passenger cars, .	2,058	2,191	2,443	2,576	2,601	2,662	2,835
Mail and baggage cars, .	518	564	581	460	463	488	496
Freight cars, .	31,319	34,200	34,808	34,890	34,976	35,347	35,553

QUARTERLY FINANCIAL STATEMENTS.

Railroad corporations are required, by chapter 241 of the Acts of 1889, to transmit to the Board quarterly financial statements in such detail and at such times as the Board may require. The act further provides that the statements shall at all reasonable times be opened to public inspection; and they are in fact much availed of for the information of interested parties and the public generally.

The time fixed by the Board for transmitting these statements is on or before the tenth day of the second month after the end of each quarter, — that is, the statement for the quarter ending March 31 is to be returned on or before May 10, and so on. The returns are made by the railroad companies in general with satisfactory promptness; but in one or two cases there has been repeated and protracted delay. The act provides no penalty for such delinquency. It is recommended that the penalty be the same as that provided by section 84 of chapter 112 of the Public Statutes for neglect to make the annual return within the time prescribed by law.

JOINT OCCUPANCY OF STATIONS.

By sections 216–218 of chapter 112 of the Public Statutes it is provided that when, in certain specified cases, the railroads of two corporations meet or cross each other, each corporation may enter its road upon, unite the same with, and use the road of the other; and that, in such cases, each corporation shall, for a reasonable compensation, draw over its road and provide suitable depot accommodations for the passengers, freight and cars of the other. It is also provided that if, in such cases, the corporations cannot agree upon the manner in which these services shall be performed, or the compensation to be paid for such services or for depot accommodations, the same may be determined by the Board, upon the petition of either party. The right to have these questions between the corporations determined in this way extends, however, only to cases which come within the specific provisions of the above sections; and it is recommended that it be extended so as to include all cases in which one railroad corporation occupies or has a right to occupy or to enter upon and use the stations or grounds of another.

STREET RAILWAY COMPANIES.



STREET RAILWAYS.

NUMBER OF COMPANIES.

Annual reports for the year ending September 30, 1892, have been received from sixty street railway companies,—a net increase of four in the number of companies reporting. The Essex Electric* has failed to make the annual report required by law. The Interstate (of Rhode Island) has this year made a report.

The Lowell and the Lowell & Dracut, having been consolidated during the previous year under the name of the Lowell & Suburban, and the Onset, having also been consolidated with the East Wareham, Onset Bay & Point Independence, have been dropped from the list of companies.

Under the authority of special legislative acts, the Black Rocks & Salisbury Beach was purchased and consolidated during the last year with the Haverhill & Amesbury, and the Leominster with the Fitchburg under the name of the Fitchburg & Leominster; and the Whitman was leased to the Brockton. These companies appear, however, in the lists of the present report.

During the last year nine new companies were incorporated, seven under chapter 113 of the Public Statutes, and two, the People's (which has made no report) and the Haverhill & Amesbury, by special acts of the Legislature. The seven companies incorporated under the general law are the Brockton & Holbrook, the Natick Electric, the Newton & Boston, the Rockland & Abington, the Wakefield & Stoneham, the Worcester & Millbury, and the Worcester & Shrewsbury.

Forty-eight of the sixty companies reporting were operating street railways; the railways of six companies were leased to other companies; three companies were constructing and had not completed their railways; two new companies had organized but not commenced work; and the railway of one company (the Beverly & Danvers) was not in operation.

* This report has since been received, but too late for inclusion in the figures and tables of the Commissioners' Report. It will be found printed with the appended reports of other street railway companies.

RAILWAY MILEAGE.

The total length of street railway track, including branches, double track and sidings, September 30, 1892, was 814.36 miles, — an increase of 140.23 miles for the year. Of this total, 492.30 miles are operated in whole or in part by electric power, and 322.06 miles wholly by horse power. This shows, as compared with the previous year, an increase of 203.28 miles equipped for electric power, and a decrease of 63.05 miles equipped for horse power only.

The increase of the mileage of electric street railways for the year is shown in detail (by companies) in the table on the opposite page; which also shows the number of miles of electric railway under construction on the 30th of September last, and the system of electric equipment adopted by each company. It appears that only one company (the Milford and Hopedale) is using the storage-battery system, and all the rest the overhead or trolley system.

CAPITAL STOCK AND DEBT.

The aggregate capital stock of all the companies reporting is \$23,540,536.00, — an increase of \$3,986,583.52 over the previous year. The gross indebtedness is \$15,052,903.38, — an increase of \$3,396,087.39. The aggregate stock and debt liability is therefore \$38,593,439.38, — an increase of \$7,382,670.91.

The total amount of property and assets of the companies, as reported by them, is \$39,448,818.70, — showing an apparent surplus over all liabilities of \$855,379.32.

COST OF RAILWAY.

The average cost of railway per track mile (including the cost but excluding the length of sidings) is \$19,557.93 for permanent way, \$15,199.35 for equipment, and \$12,598.77 for land, buildings and other property, — making a total average cost of \$47,356.05 for each mile of railway track.

EQUIPMENT AND EMPLOYEES.

The whole number of cars owned is 3,659 — an increase of 165; the number of other vehicles, 550 — a decrease of 27.

Growth of the Electric Street Railway System.

RAILWAY.	Miles of Electric Rail- way, Overhead Sys- tem, September 30, 1892.	Increase over 1891.	Miles of Electric Rail- way, Storage Battery, September 30, 1892.	SYSTEM USED.	Miles of Electric Road, Overhead System, under Construction September 30, 1892.
Attleborough, North Attle- borough & Wrentham, .	6.500	-	-	Thomson-Houston,	-
Beverly & Danvers, . .	-	3.090*	-	Union Electric, .	-
Brockton,	21.213	17.713	-	Thomson-Houston,	1.401
Brockton & Holbrook, . .	11.520	11.520	-	Thomson-Houston,	-
Boston & Revere Electric, .	1.750	-	-	Thomson-Houston,	-
East Middlesex,	6.000	6.000	-	Thomson-Houston,	4.000
East Side,	4.500	1.000*	-	Thomson-Houston,	-
Essex Electric,	-	4.000*	-	Pierce Bros., .	-
Fitchburg & Leominster, .	6.020	6.020	-	Westinghouse, .	-
Globe,	-	-	-	Thomson-Houston,	20.000
Gloucester,	8.600	-	-	Rae,	-
Haverhill & Amesbury, .	6.500	2.250	-	Thomson-Houston,	11.000
Haverhill & Groveland, .	-	-	-	Thomson-Houston,	10.000
Holyoke,	8.034	2.338	-	Thomson-Houston,	-
Hoosac Valley,	6 232	-	-	Thomson-Houston,	-
Interstate,	10.090	10.090	-	Thomson-Houston,	-
Lowell & Suburban, . .	33.167	28.167	-	Thomson-Houston,	6.000
Lynn Belt,	10.540	-	-	Thomson-Houston,	-
Lynn & Boston,	36.200	15.255	-	Thomson-Houston,	20.960
Manet,	3 750	-	-	Sprague, . . .	-
Marlborough,	3.322	-	-	Sprague, . . .	-
Merrimack Valley, . . .	17.000	4.000	-	Thomson-Houston,	-
Milford & Hopedale, . .	-	-	6.500	Usher,	-
Natick & Cochituate, . .	3.000	3.000	-	Westinghouse, .	-
Natick Electric,	6.785	6.785	-	Thomson-Houston,	-
Naumkeag,	20.000	1.666	-	Edison,	6.000
Newburyport & Amesbury, .	18.046	-	-	Thomson-Houston,	-
Newton,	5.480	-	-	Thomson-Houston,	-
Newton & Boston,	3.840	3.840	-	Thomson-Houston,	-
Pittsfield Electric, . . .	3 000	-	-	Westinghouse, .	-
Plymouth & Kingston, . .	6.590	.090	-	Thomson-Houston,	-
Quincy & Boston,	9.360	1.800	-	Thomson-Houston,	-
Springfield,	29.480	11.080	-	Thomson-Houston,	-
Union,	3 800	.500	-	Thomson-Houston,	-
West End,	148.045	66.811	-	Thomson-Houston,	20.000
Wakefield & Stoneham, . .	2.833	2.833	-	Westinghouse, .	-
Worcester Consolidated, .	3.600	1.600	-	Westinghouse, .	-
Worcester, Leicester & Spencer,	12.988	.012*	-	Thomson-Houston,	-
Worcester & Millbury, . .	8.020	8.020	-	Thomson-Houston,	-
Totals,	485 805	203 276	6.500	- -	99.361

* Decrease.

The number of employees the last year was 7,157 — an increase of 708 over the previous year.

AMOUNT OF BUSINESS.

The total number of round trips run during the year was 4,155,111, — an increase of 196,656 trips over the previous year. The total number of miles run was 29,617,975 miles, — an increase of 1,947,809 miles.

The total number of passengers carried during the year was 193,760,783, — an increase of 17,670,594 over the preceding year. The number of passengers carried on the street railways exceeded the annual number carried on all the railroads of the State, by 82,845,329.

INCOME AND EXPENSES.

The gross income for the year was \$9,817,537.35; an increase of \$916,413.99 over the previous year.

The gross expenses were \$7,461,224.95; an increase of \$338,931.60 over the previous year.

The net income was \$2,356,312.40; an increase of \$577,482.39 over the previous year.

The average sum received for the conveyance of a passenger was 5.07 cents, and the average cost of carrying a passenger was 3.85 cents; the average net profit to the companies on a passenger being 1.22 cents as against 1.01 cents the previous year.

The average receipts per round trip were \$2.36, and the average cost \$1.80; showing a net profit per round trip of 56 cents as against 45 cents the previous year, or a gain of 11 cents per round trip.

DIVIDENDS.

The whole amount of dividends declared and paid was \$1,582,696.50; or an average of 6.72 per cent. on the total amount of capital stock, as against 5.63 per cent. the previous year.

One company paid 8 per cent. on preferred stock and 10 per cent. on common stock; one, 9 per cent.; three, 8 per cent.; one, 7 per cent.; seven, 6 per cent.; three, 5 per cent.; one, 4½ per cent.; two, 4 per cent.; two, 3 per cent.; and the remaining 39 companies, including new and old, declared and paid no dividends.

The net income of the companies amounted to 6.11 per cent. on the aggregate of their capital stock and gross indebtedness.

INCREASE OF CAPITAL STOCK.

During the year ending September 30, 1892, the Board, pursuant to chapter 366 of the Acts of 1887, authorized an increase of the capital stock of certain street railway companies, and stock was issued in accordance with such authority, as follows : —

STREET RAILWAY COMPANIES.	Authorized.	Issued.
Brockton,	\$100,000	\$100,000
Cottage City,	10,000	10,000
Globe,	350,000	—
Haverhill & Groveland,	275,000	—
Holyoke,	100,000	50,000
Natick & Cochituate,	6,500	6,100
Newton,	35,000	35,000
Springfield,	300,000	300,000
Wakefield & Stoneham,	40,000	40,000
Worcester Consolidated,	350,000	350,000
Worcester, Leicester & Spencer,	125,000	20,536

ISSUE OF MORTGAGE BONDS.

Under the provisions of chapter 316 of the Acts of 1889, the Board also approved during the year the issue of mortgage bonds, and such bonds were issued, as follows : —

STREET RAILWAY COMPANIES.	Authorized.	Issued.
Cottage City,	\$10,000	—
Globe,	750,000	\$750,000

STREET RAILWAY ACCIDENTS.

The total number of accidents on all the street railways in the State,* during the year ending September 30, 1892, was 610, of which 26 were fatal and 584 not fatal.† The fatal accidents occurred on railways operated wholly or in part by electric motive power, but they were not all caused by electric cars. The railways on which the greatest number of accidents occurred were the following:—

RAILWAY.	Killed.	Injured.
Lynn Belt Line,	—	30
Lynn & Boston,	—	21
Merrimack Valley,	2	111
Naumkeag,	1	13
Newburyport & Amesbury,	—	29
Springfield,	1	12
West End,	21	290
Worcester, Leicester & Spencer,	—	26

The most serious casualties, or those in which the largest number of persons were injured at one time, occurred on the Merrimack Valley Street Railway. The first was on June 11, 1892, when one electric car, having stopped on a steep grade in Lawrence to let off a passenger, was run into by another car which followed it, striking it with such force as to injure more or less seriously 29 passengers and two employees.

Another accident, more serious in its results, occurred on the same railway on the evening of the 11th of August. A large number of people were attending a band concert in North Andover, and a heavy thunderstorm coming on, they crowded upon the cars for shelter and to return to their homes. Two cars shackled together and packed with passengers, when descending a long down grade in North Andover, gained such speed and momentum that the brakes could not retard them,

* Except the Essex Electric.

† The previous year there were 409 accidents, 29 of which were fatal and 380 not fatal.

and the electric motor was also reversed without effect. Near the foot of the hill was a curve, and on reaching this the forward car left the rails, and was uncoupled from the rear car and overturned, the rear car remaining on the track and being soon brought to a stop. Of the passengers on the overturned car two were fatally hurt, and 66 were injured, many of them seriously and others but slightly. This accident was due to wet rails and insufficient brake power to hold the heavily loaded cars after they had been permitted to attain considerable speed on a down grade.

A collision of electric cars occurred on the West End Street Railway, March 18, 1892, resulting in the death of one of the motormen. A special report on this accident will be found in the Appendix.

With the exception of the above accidents, most of those occurring on street railways were to passengers getting on or off the cars, or to persons in the streets either on foot or in vehicles.

Accidents on the West End Street Railway.

As this is the largest and most important street railway in the State, and is operated under the most unfavorable conditions as regards crowded streets and the large number and close running of its cars, the statistics of accidents on its lines are of special interest. The following table exhibits the number and classes of accidents occurring on this railway, in connection with horse cars and electric cars respectively : —

Accidents on the West End Street Railway for the Year ending September 30, 1892.

CLASS OF ACCIDENT AND NATURE OF INJURY.	To Passengers getting on or off Cars.	To Persons on the Street.	By Collisions with Vehicles.	TOTAL NUMBER.	
				Horse Car Accidents.	Electric Car Accidents.
Horse car accidents, . . .	68	20	14	102	—
Electric car accidents, . . .	127	29	42	—	198
Fatally injured,	7	12	2	6	15
Not fatally injured,	188	37	54	96	183
Totals,	195	49	56	102	198
				300	

During the year covered by the foregoing table, the accidents by electric cars were 66 per cent. of the whole number. The preceding year they were 40 per cent. of the whole number; but the number of electric cars run the last year was more than double the number run the preceding year.

The total number of passengers carried on the West End Railway was 126,210,781, or 37,000,000 more than the whole number of passengers carried on the railroads in Massachusetts.

The total number of passengers injured was 195, or one in 647,234. The number fatally injured was 7, or one in 18,030,111.

The number of passengers injured, fatally or otherwise, by electric cars was 127, or 65 per cent. of the total number. The number injured by horse cars was 68, or 35 per cent.

The total number of persons (passengers and others) fatally injured was 21. Of these 15, or 71 per cent., were injured by electric cars, and 6, or 29 per cent., by horse cars.

The number of persons injured not fatally was 279. Of these 183, or 66 per cent., were injured by electric cars, and 96, or 34 per cent., by horse cars.

The number of miles run by electric cars was 8,510,283. The number of persons on the street injured by electric cars was 29, or one to 293,458 electric car miles run.

The number of miles run by horse cars was 8,088,377. The number of persons on the street injured by horse cars was 20, or one to 404,418 horse car miles run.

It will be observed that the accidents to passengers, in the above table, are to those getting on or off the cars. In most cases such accidents are due, partly at least, to the want of due care on the part of the passenger.

While the number of persons on foot in the streets injured by electric cars was less than 50 per cent. more than those injured by horse cars, the number of casualties by collisions of electric cars with vehicles was three times as great.

On the whole, the record of accidents on the West End Street Railway compares very favorably with that of accidents on the railroads. Considering the passage of hundreds of cars through crowded streets, and the carelessness of persons crossing the streets or hurrying to get on or off the cars, it is surprising that there are not more rather than fewer accidents.

ELECTRIC STREET CAR FENDERS.

The legislature of 1890 passed an act (chap. 364) imposing upon the Board the duty and responsibility of prescribing the form of fenders to be used upon electric street railway cars. The investigations of the Board made in pursuance of that act demonstrated the difficulty of the problem, and the impossibility of prescribing a fender which should be effective under all the varying conditions of road-bed and pavement, and for different kinds of cars. Appreciating these facts, and realizing that the act of 1890 might release street railway companies from responsibility in certain cases of accident, the legislature of 1891 repealed that act, but did not, as recommended by the Board, pass an act limiting the speed of electric cars, unless equipped with an efficient fender, to six or seven miles an hour. In the last annual report of the Board the passage of such an act was again advocated, but the legislature of 1892 took no action upon the subject.

Since the repeal of the act of 1890, the condition of the fender question, so far as legislation is concerned, is essentially the same as it was prior to the passage of that act. Some progress has been made, however, during the past year, towards the practical solution of the question. In January last, the West End Street Railway Company appointed a commission to investigate the different forms of fender, and to recommend a form for application to the cars of that company. This commission, one of whose members was Prof. Swain, the engineer of this Board, made a very careful study of all the different forms of fender presented, and in September last submitted to the company the following report: —

HENRY M. WHITNEY, Esq., *President of the West End Street Railway Company, Boston, Mass.*

The undersigned, appointed by you a commission to examine into the merits of fenders for electric cars, and to recommend a form of fender to be used upon the electric cars of the West End Street Railway Company, have completed their investigation, and have the honor to submit this, their final report (a preliminary report having been made to you April 11, 1892).

The commission organized January 8, 1892, by the choice of Thomas C. Clarke, of New York city, as its chairman, and Robert A. Southworth, of Boston, as its secretary, and advertised in the

daily papers of New York and Boston that they would receive at the central power station of the West End Street Railway Company, 439 Albany street, Boston, plans and descriptions of any electric car fender that might be presented for examination. In answer to these advertisements, plans, descriptions, or models of two hundred and eleven fenders were received.

It was found upon examination that all of the fenders which were brought to the attention of the commissioners could be divided into three classes, viz. : —

Class A. Buffers which soften the blow given by the car to the person, and pick him up in a net.

Class B. Platforms which project beyond the dash-board of the car, and upon which a person could leap, or, standing up, could be caught and carried along.

Class C. Fenders which are placed below the car platform, and whose object is to push along a body lying down upon the tracks, and prevent it from getting under the wheels.

There are three methods of operating the fenders included in Class C, viz. : —

First. Where they are supposed to be always ready to catch the body of the person.

Second. Where they require the action of springs, levers, or some other device, which is operated by the force of the blow struck against the body of the person.

Third. Where they require the direct action of the motormen to put them in operation.

After careful examination of all the devices, it was decided to make experiments with certain ones upon dolls or dummies made, as nearly as was possible, of the size, shape, and weight of a man, a woman, and a child. Forty-three fenders have therefore been constructed of full size and attached to the cars of the West End Street Railway Company, and have been experimented with. These experiments were made at various dates from January 28, 1892, to August 29, 1892, as follows, viz. : —

DATE.	Fenders.	Ex- periments.	DATE.	Fenders.	Ex- periments.
Jan. 28, . .	5	26	July 9, . .	1	5
Mar. 17, . .	6	19	July 29, . .	4	2
April 8, . .	4	22	Aug. 25, . .	2	1
May 2, . . .	5	22	Aug. 29, . .	13	27
June 8, . . .	2	13			
June 23, . .	6	12			
June 30, . .	2	7	Totals, . .	50	156

We have furthermore had several different kinds of fenders attached to cars in regular service, and have given personal interviews to nearly all of the two hundred and eleven inventors.

From the results of these experiments, and after a careful examination of the different plans, descriptions, and models of electric-car fenders submitted to us, together with the personal explanations that were made in nearly all cases, and after an examination of written evidence upon the use of fenders in Kansas City, Cleveland, Rochester, and other places, we have come to the following conclusions, viz.: —

While it is manifestly impossible to secure absolute prevention of injury to a person who has been struck by a car, moving even at a slow speed after the brakes are applied, we believe that the safety of the public can be increased by the adoption of two devices, as follows, viz.: —

1. The first device, which is included in Class B, is a platform projecting in front of the car platform, known as the Cleveland platform, and invented by Mr. T. L. Johnson, president of the Cleveland City Railway companies. This has been modified by the officers of the West End Street Railway Company, to enable it to be slid under the cars, or under the rear of any car, when it is not in use.

This device appears to us to be preferable to any of those included in Class A (of which several very ingenious examples were submitted and experimented with), on account of its greater durability, simplicity, and certainty of action, and on account of its not being liable to get out of order.

• In addition to this platform, there should be an elastic buffer, made of stout wire or metal strips, and curved so as to project from the front dash-board and receive, on a yielding surface, the blow of a person's head and shoulders. This buffer could, if desired, be easily detached and changed from one end of the car to the other. The meshes of the buffer should be large enough to enable a person to seize it with his hands.

2. The second device, which is in Class C, is to prevent a person who has fallen down, and is lying on the track, from being run over by the wheels. These fenders can be constructed as follows: —

a. Where they are supposed to be always ready to catch the body of the person. This requires that they should be fixed. Our experience shows that if fixed high enough to avoid the usual irregularities of a street track, they would pass over an arm or leg or a small body lying upon the track. If low enough to prevent this, they would soon be injured or destroyed in regular service. This class of fender, therefore, does not seem to us to be effective.

b. Where they require the action of springs, levers, or some other device which is operated by the force of the blow struck against the body. These are open to the objection of being complicated and

easily thrown out of working order. They would probably be found inefficient when wanted. No device has been suggested to us which overcomes this objection, and moreover no fender of this kind has shown itself efficient in our tests. We therefore do not feel that we can recommend a fender of this class.

c. The third class comprises those fenders which are set at a height sufficient to go above ordinary projections, and which are forced down by the motorman to the track level when wanted. Of these, two kinds have been considered.

The first is operated by the motorman by the movement of a separate crank-handle or other device. Such fenders require on the part of the motorman three separate operations in a very short time; viz., to shut off the power — put on the brake — put down the fender. In the face of imminent danger, the motorman would be likely to get confused and omit to put down the fender in time; and we feel that a great objection to such fenders is that they impose too much responsibility on the motormen, who already have enough. We therefore believe that this mode of operating a fender is not desirable.

A second mode of working the fender has been submitted to us by Mr. L. J. Hirt, master mechanic of the West End Street Railway Company; viz., the turning of the brake-handle first applies the brake, and then lowers the fender down to the track. The action may be made so quick, however, that the two movements appear nearly simultaneous. This device has no parts that would seem liable to get out of order. It has shown itself, under test, at least as efficient as any other fender. Its operation insures the maximum safety to a body lying on the track, and it imposes no additional duty or responsibility on the motorman in addition to those which he now has.

As a result of our investigations, therefore, we make the following

RECOMMENDATIONS.

We confirm our advice given in our report of April 11, 1892, and recommend that the *Cleveland Platform with buffer, combined with the Hirt Fender* operated by the brake-handle, be attached to both ends of all the electric cars of the West End Street Railway system.

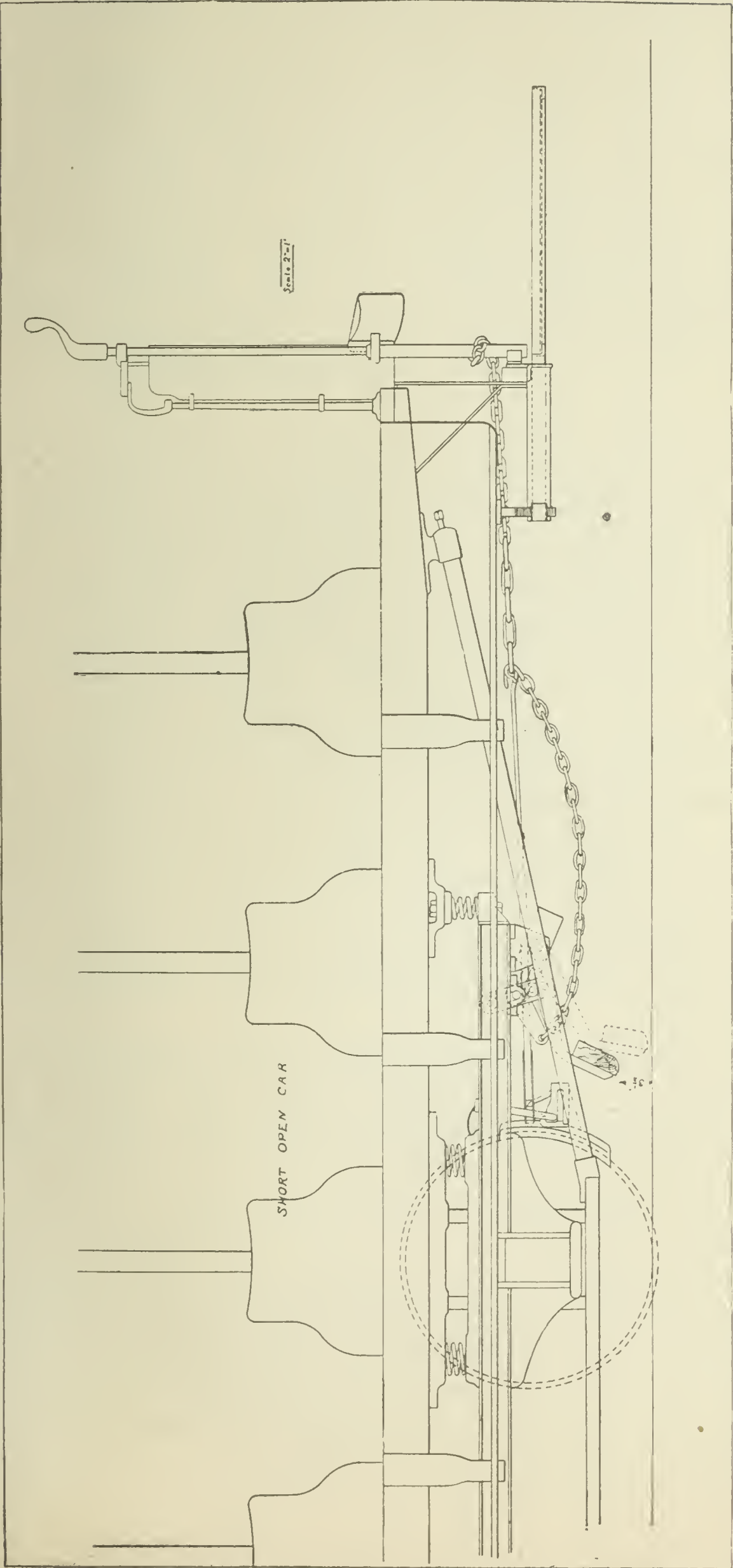
When this is done, we believe that the West End Street Railway Company will have performed everything mechanically possible by these devices to ensure the safety of the public.

Appended to this report will be found a drawing of these two devices, attached to a four-wheel car.

THOMAS CURTIS CLARKE.

C. E. A. BARTLETT.

GEORGE F. SWAIN.



Plan of Fenders recommended for Electric Cars by the Commission on Electric Car Fenders of the West End Street Railway Company.

The conclusions of the commission agree substantially with those which have been stated in previous reports of the Board. The commission recognizes the difficulty of devising a fender which will be effective under all the varying conditions, and the fact that no fender will be a perfect safeguard against injury. It recommends as the device which will in its opinion insure the greatest degree of safety, and which at the same time possesses the requisite simplicity and practicability, a combination of two fenders, — one being a horizontal platform projecting in front of the dasher at a height of 11 or 12 inches above the ground, known as the Cleveland fender (see twenty-second annual report of the Board, page 86); and the other being a fender beneath the car close in front of the wheels, known as the Hirt fender, consisting of the ordinary straight board or bar fender, but so arranged and connected with the brake chain that, while it is ordinarily at a height of 3 or 4 inches above the track, it is lowered by the application of the brake. A powerful application of the brake, such as would be made in case of imminent danger, will lower this fender to within an inch (or any required distance) of the track.

It is evident that this fender beneath the car will be of little or no service in cases where the ground between the rails is several inches below the level of the rails. In such cases, and in fact in all cases, the principal reliance must be on the Cleveland platform, which is designed to catch a person who is standing up when struck. The statistics of accidents on the West End Street Railway, during the past year, show that only about one out of nine of the persons struck by electric cars is lying down when struck.

The Cleveland platform is being rapidly applied to all the electric cars of the West End Company, and 305 cars were already so-equipped at the end of the last year. The castings and materials for the Hirt fender have been ordered for all the cars, and the company intends to put them on as soon as possible.

The president of the company makes the following statement in regard to the omission to equip the cars with buffers, in addition to the Cleveland fender, as suggested by the commission : —

It was found in practice that the use of the so-called buffer was attended with many complications (among which may be mentioned the obscuring of the sign on the front dasher, and difficulty in hanging a light,) and it is a question whether the buffer is not a disadvantage rather than an advantage. It has also been found that the cars are not moving with speed sufficient to throw a body violently against the dasher, when picked up by the Cleveland fender. There have been many cases where the Cleveland fender has been instrumental in saving life, and from a personal investigation of these cases, I can say that the presence of the buffer would have been of no value. The length of the fender is an important feature, and the length is materially shortened by the use of a buffer.

So far as is known to the Board, no other street railway company in the State has adopted the Cleveland platform or the Hirt fender, or has made any progress whatever in fender protection. Many of the companies are still using the ordinary straight bar above the rails, or the ordinary V-shaped fender. Either of these fenders is, in the opinion of the Board, more likely to serve as an additional instrument of mutilation than as a means of safety.

The practical working of the fenders adopted by the West End Company will be watched with much interest. During the past six months, several instances have occurred in which the Cleveland platform has caught persons who have been run into by electric cars. On one occasion, two children who were run into by an electric car were caught and carried by the fender, escaping without injury, whereas, if the fender had not been present, they would undoubtedly have been killed. The officers of the West End Company state that thus far there has been no instance in which the Cleveland platform has failed to do its work; that is to say, no instance in which a person has been killed when run into by a car equipped with it.

It is not to be expected that this or any other fender will in all cases absolutely prevent injury. A reference to the reports of accidents on the various street railways in the State, shows numerous instances in which persons have been run over; but in most of these cases it is impossible to tell, without detailed investigation, whether the circumstances were such that any fender would have been efficient. The number of accidents,

however, is so large as to justify the keeping of the fender question prominently before the public and the railway companies, until its importance is realized and the best safeguards have been adopted.

As the case now stands, the Board, if asked to recommend a method of fender protection, would be unable at present to name or suggest any method or devices better than those which have been described. The question cannot be said, however, to have passed so far beyond the experimental stage, as to make it expedient as yet, if ever, for the legislature to prescribe, or to authorize the Board to prescribe or approve, a specified form or forms of fender appliance; and the Board does not advise any legislation on the subject at the present session.

The running of electric cars in travelled streets and public ways is at the best so hazardous, that the railway companies will be compelled in their own interest to invent or adopt some method of fender protection which will diminish the peculiar risks of accident and injury attending the use of the electric car. In view of the enhancement of legal liability and probable measure of damages, no company can afford to be negligent by omitting to provide any safeguard of this sort which has been tried with such degree of success as to be of recognized value as a means of protection.

NOISE OF ELECTRIC STREET CARS.

Chapter 77 of the Resolves of 1892 is as follows: —

Resolved, That the board of railroad commissioners be requested to inquire whether street railway companies, operating their cars by electricity, can adopt any methods or appliances for deadening the noise incident to the operation of such cars, and to investigate any appliances exhibited for this purpose; and said board may report the result of such inquiry and investigation, with its recommendations, if any, to the next general court.

A public hearing on this matter was duly advertised and given by the Board on the 8th of December last. Special notice was also sent to all of the street railway companies which run electric cars. The West End Street Railway Company was represented at the hearing by its vice-president and its master mechanic, and the General Electric Company by the

engineer of its railway department. No other street railway company was represented, and no persons, except one who desired to call the attention of the Board to a patent, appeared to advocate any special action on the question.

The noise made by electric street cars is due to causes which may be classified as follows: 1st, the noise made by the trolley; 2d, the noise made by the motor; and 3d, the noise made by the car in passing over the track.

1. The noise made by the trolley is generally due in great measure to the fact that a wheel sometimes gets stuck in its bearings and stops revolving, and a flat spot is worn upon it by the friction of the trolley wire. Such a flattened wheel will afterwards make a noise by tapping or hammering on the tautly strung wire. There is some noise made even by a perfect trolley wheel, and this is increased if the wheel wears unequally. The noise made by the trolley is not, however, very serious, and is most perceptible in narrow streets and in the second story of buildings, particularly when the cars pass at great speed. Both the West End Company and the General Electric Company have experimented a good deal with trolley wheels with a view to reducing this noise. Wheels of cast iron, wrought iron and steel, as well as of bronze, have been used, and raw hide centres have been tried, but without much improvement. The only remedy for this noise appears to be to keep the wheels in good order, and to renew them sufficiently often. The West End Company has adopted a very light bronze wheel with a groove of such form that not much unequal wear can occur before the wheel requires renewal. These wheels have to be replaced in from 30 to 60 days.

2. The noise due to the motor is of three distinct kinds: 1st, a noise made by the gearing; 2d, a noise made by the brushes; and 3d, a noise due to the magnetic action of the armature.

The noise of the gearing, which is the principal part of the noise of the motor, cannot be entirely done away with; and, in the case of the first motors used, was quite objectionable. Those motors were what are known as "double reduction" motors; that is to say, the armature was revolved very rapidly, and there were two gears between the armature shaft and the car axle. About a year ago the so-called new or "single

reduction" motor was introduced by the Thomson-Houston Company, in which the speed of the armature is less than half what it was in the old motor, and there is but one gear between the armature and the car axle. This change, therefore, reduces the noise of the gearing by about one-half. In addition, the new gear wheel runs in oil, thus reducing the noise still further. The West End Company has adopted these new motors at great expense, discarding the old ones and substituting the new ones. The change has had to be made gradually, but it was stated that it would be completed by the end of the year.

A further means of diminishing or rendering less noticeable the noise of the gears, is by substituting for the metal casing which surrounds them, and which resounds like a bell when struck, some substance that is not sonorous. A leatheroid gear case was tried at Brooklyn some months ago, and has been adopted by the West End Company, though none have as yet been put into actual use. No other company, so far as is known, has as yet adopted these gear cases. They are expensive and not as durable as metal; but it is expected that they will act quite efficiently in reducing the noise.

The second noise made by the motor is a buzzing noise caused by the brushes, which is sometimes quite noticeable. In the new motors, however, particular care has been taken to reduce this noise by the method of holding the brushes.

The third noise made by the motor is due to a pulsating or vibratory movement of the motor, caused by the magnetic attraction of the armature, producing a tone or note, which is sometimes heard, and which is the more noticeable the faster the armature revolves and the heavier the load upon the motor. This noise is not disagreeable, and is heard only for a small fraction of the time.

3. The noise made by the car in passing over the track constitutes the main part of the whole noise made by electric cars, and is due, first, to imperfections in the track, and second, to noise made by the car body and trucks.

The noise which is due to irregularities of the track, and to uneven joints, cannot be wholly avoided. No railway track can be perfectly smooth: and the most difficult thing about it is to keep the joints up, owing to the fact that the ties which support the joints are inaccessible, and cannot be tamped up as in the

case of railroad tracks. The West End Company has tried many kinds of joints, and has even used cast iron boxes with lids at each joint by which the joint might be reached; but these were not as successful as was hoped, because the trouble was below the joint in the tie, which cannot be made accessible on paved streets. This difficulty increases as the weight per axle increases.

Another source of noise is the presence of dirt on the track, especially when the grooved rail is used, which easily fills up with dirt. The cleaner the streets are kept, the less the noise which is likely to result from this cause. It is claimed that the new motor, if run on a perfectly smooth and clean track, would be almost noiseless.

A reduction of the noise made by the car can also be effected by a suitable construction of the car truck. The principal cause of noise in the truck is the use in its construction of so many parts connected by bolts, which get loose and give rise to a rattling. The brakes are also a source of noise. This matter of truck and brake construction has been carefully studied by the West End Company, which has recently devised and adopted a new style of truck for its 4-wheel and 6-wheel cars. In this truck the number of parts is made as small as possible. Rivets are used instead of bolts wherever practicable, and where the latter are necessary nut locks are added. The brake hangers have been improved, and the gear casing, instead of being supported on the axle, is now hung directly from the truck. Instead of using rubber springs, which were found to become soon as hard as wood, steel springs are used, and the tilting motion of the car is reduced by placing springs under the ends of the car body upon extensions of the truck. The axle boxes have also been improved and made to consist of fewer parts with no bolts. The new West End truck is apparently the most noiseless truck made.

It is evident from what has been stated, that the West End Company has been active in introducing improved appliances to do away with the noise of its electric cars. No mention has been made of other street railways, because they were not represented at the hearing, and attention has not been called to them as regards noise. Some of them are known to be using the improved motors, and in one or two instances to be keeping

their tracks and equipment in most excellent condition as regards noise and otherwise. Many railway companies in the State still use the old motor, and cannot, perhaps, afford to substitute the new motor until the old are worn out. In country towns and small cities, the noise is probably not as perceptible as in Boston, where there are high and continuous blocks of buildings on each side of the street which reflect the noise.

It appears, therefore, that during the past year, at least in Boston and its suburbs, where the only complaints have been heard, the noise incident to the operation of electric cars has been materially reduced, and will be further reduced, by the introduction of the improvements which have been described. No appliances were brought before the Board or are known to it by which further reduction in noise may be effected. There is room, however, for some improvement in the matter of keeping streets and railway tracks clean, and in keeping the tracks even.

Among the serious problems to which the electric railway system has given rise, noise is one of the least. However desirable to reduce it, there is in fact no other existing method of locomotion by which, with so little actual noise, so many thousands of people can traverse the streets daily, and so many millions yearly, unless they go on foot.

The fact must not be lost sight of that it is not desirable that electric cars should be made absolutely noiseless, but that safety requires that they should make sufficient noise to warn pedestrians and occupants of other vehicles of their approach. The problem of diminishing the noise to at least the point of safety, appears to the Board to be in process of solution, and no recommendations to the general court seem to be necessary.

THE ELECTRIC RAILWAY SYSTEM.

The time has come, it is respectfully submitted, for the legislature to consider what place the electric street railway is to occupy in the economy of public travel in this Commonwealth, and under what regulations it shall exist and develop.

If it is to continue to occupy the same place which the horse railway has occupied for nearly forty years, with change in part or in whole of motive power only, that is one thing. If it is to duplicate the railroad system of the State, using the public

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highways for the construction of another co-extensive system of trunk and branch railway lines, that is quite another thing; and the laws and regulations which have been made for the one case will be found inadequate for the other.

The Original Horse-car System.

The first charters for street railways were granted in 1853. Two companies were incorporated by the legislature of that year, the Metropolitan and the Cambridge, — the one to connect the city of Roxbury and the other the city of Cambridge by horse-car lines with the city of Boston. The next company chartered, the following year, was the Middlesex, which was to perform the same service for the city of Charlestown and the then town of Somerville. For ten years or more, nearly all the charters granted were for railways in the metropolitan district of which Boston is the centre; and these railways had Boston for their objective point either by direct lines or by connection with existing lines. After a time charters began to be obtained for other urban centres of the State, for Worcester, Springfield, Lowell, Salem, and for the other cities and larger towns. The object in all cases was to accommodate urban or suburban travel, or to connect by short local lines outlying districts and villages with the centres of business and population with which they stood in close relations and were in constant communication.

As in the case of the Metropolitan, Cambridge and Middlesex companies, the original purpose of the horse car was to take or supply the place of the omnibus; and the first struggle, in and out of the legislature, was between the old omnibus lines and the new horse-car lines. The horse car was in fact an improved omnibus and nothing more. It was a four-wheeled vehicle drawn, like the omnibus and other passenger carriages, by horses. Instead of running on the pavements, it was made to run on an iron tramway laid on the surface of the street, as coal trams had been drawn by animal power on tramways for many years at Newcastle and elsewhere in England, such tramways being in fact the first railroads known.

The horse car had the advantage over the omnibus in that it could be run over a smooth rail with less jolting and noise than on the pavement, and the same number of horses could draw a

more capacious and comfortable vehicle with room for a larger number of persons, and smaller wheels were admissible so that people could get in and out with more ease, and a somewhat increased speed was practicable. These attractions drove the omnibus at first to routes where there were no horse-car lines; and, as the horse-car system ramified, and took possession one after another of all the principal lines of highway travel, finally drove the omnibus out of existence. Horse cars, like the omnibus, the cab and the hackney-coach, were therefore naturally placed under the control of the city and town officers charged with the care and maintenance of the public ways, who were given power to locate the routes and to regulate the operation of the horse-car lines within their respective municipal limits.

Up to 1864, the charters provided that these railways should be operated by horse power only, or (what was then the same thing) that they should not be operated by steam power; and in some cases care was taken to provide that they should not connect with any railroad using other than horse power. Steam power and horse power were the only motive powers then supposed to be practicable for railway locomotion. Gradually "*horse railroad company*" came to be a part of the corporate name, and as late as 1864 the companies were generally chartered under that style. When the laws of the Commonwealth were consolidated, in 1860, under the title of the General Statutes, seven sections at the end of the chapter devoted to Railroad Corporations, under the sub-head of *Horse Railroads*, embodied all the general legislation which up to that time had been enacted in relation to these railways.

In 1864, the first general act (chapter 229) was passed for the regulation of such companies. In that act the term "*street railway company*" was adopted, and thereafter these words were ordinarily made a part of the corporate name, and are now required to stand at the end of the name of every company organized under chapter 113 of the Public Statutes.

In the general act of 1864 it was first provided that street railway companies might use such motive power within the limits of any city or town as its board of aldermen or selectmen might from time to time permit. Even then, the only substitute for horse power supposed to be available was steam power. Some experiments had been tried with the "*dummy engine*";

but the success of any kind of steam motor was considered as possible rather than probable. Special charters granted up to and including the session at which the general act of 1864 was passed, contained the usual prohibition of any motive power except horse power. While it was intended to leave the door open for experiment and invention or discovery, it was not at the time contemplated that the actual use of any power other than horse power would probably be found practicable, or that city or town authorities would actually allow the use of any other motive power for street cars; and such for nearly twenty-five years proved to be the case.

Introduction of Electric Motive Power.

The facts relating to the discovery of electricity as an available motive power, and to its introduction and substitution for horse power in street railway operation, are too recent and familiar to need repetition. It is barely four years* since street cars began to be run by this new motive power. During the last year, as already stated (page 84, *ante*), 140 miles of new electric railway were built, 63 miles of horse railway were changed to electric railway, and 99 miles of electric railway were under construction at the close of the year, — a total of 302 miles built and projected in a single year. The greatest length of railroad ever built in this State in a year was 131 miles (see page 3, *ante*).

There is an active “boom” in electric railway building and speculation now in progress. It is stimulated by the apparent cheapness of electricity as compared with horse power, by the expectation of large profits, and in some cases probably by the hope of successful deals in the securities of the company. Little attention is paid to the fact that the plants and equipments of the companies using electric power are new, that their cost is charged to construction and not to expense, and that the point has not yet been reached where extensive repairs and renewals are required. When this point has been reached, and the cost of repairs and renewals is charged to the current

* Electric power was first successfully used on the Lynn & Boston Street Railway, July 2, 1888; on the West End, February 16, 1889; and on the Boston & Revere Electric, August 12, 1889. The last named railway was the first which was equipped wholly with electric power.

expense of operation, the margin of apparent profit which is now shown by some of the companies will probably be materially reduced.

The horse railway has been usually a local enterprise, built by home capital, and controlled by residents of the city or town in which it was located, whose interests were identified with those of the community which the railway served. It is notorious that to a large and increasing extent our street railways are passing into the control of syndicates and Traction Companies, so called, organized in other States whose easy-going laws allow to corporations there formed a license which is forbidden in this State. The stock of the railway company is bought up, in some cases at prices much beyond its market or intrinsic value, is conveyed to the syndicate or traction company, or to trustees for its benefit, and the purchasing syndicate or trust, as it is said, thereupon proceeds to make, without regard to the amount of cash paid in or paid out, largely watered and inflated paper issues of its own stock and securities, upon which the public using the railway is expected somehow to pay a return. Such speculative deals and stock operations are against public policy if not against public morality, and tend to the introduction of a system and method of financial and business management which in the end must prove pernicious to the interests of the public.

At the same time the original idea and purpose of the horse railway are undergoing a radical change. From a local road, furnishing an added facility for city or town travel or a means of transit between communities which by reason of proximity are one in their business and social interests and relations, the electric railway is already stretching out into the trunk line connecting remote centres of business and population. It is no longer the successor of the omnibus line, as the railroad was of the turnpike and stage line, but it is even now assuming the functions and dividing the traffic of the railroad itself. If this is to be its future province, it is quite certain that sooner or later the demand will come for the privilege of conveying merchandise as well as persons, and for a speed approaching that of the steam car.

Whether the free use of the highways of the Commonwealth shall be conceded to the electric railway for inter-town, inter-

city and inter-state transportation, without further limitation or regulation, or under what limitations and regulations, is a question for the legislature to decide.

In the last ten years the number of railway companies has increased from 30 to 60 companies, the mileage from 273 to 814 miles, and the financial investment in round numbers from \$11,000,000 to \$40,000,000. This increase has been very largely due to the recent accession of the electric railway, and, at the present rate of advance, the public and financial interests involved will rapidly assume still larger proportions.

Without going more fully into the general subject, it is desired now to call special attention to the fact that, notwithstanding the radical changes which the introduction of electric motive power has wrought in the character and practical working of the street railway system, there has been as yet no recognition of these changes in legislation. No general law has yet been passed which takes note of the fact that the street railway has undergone, with the substitution of electric power, a transformation by which it bears a closer resemblance in essential respects to the steam railroad than to the horse railway. In other words, the electric railway system, so far as it is regulated at all, is regulated only by a code of laws which was framed wholly with reference to the original system of horse-car transportation.

It is proposed to call attention at the present time only to a few particulars in which changes in the existing laws seem to be expedient. Others will doubtless occur to the general court. It is at least desirable that the electric system shall develop on a sound financial basis, and with a due regard to the public safety.

Required Capital Stock.

By reference to the preceding page 84, it will be seen that the average cost of street railways per track mile is \$47,356.05. This is the average for all railways, horse and electric, in cities and in towns. The approximate average cost for city railways is \$60,000 per mile, and for town railways \$23,000 per mile; of which sums \$45,000 in the case of cities, and \$17,000 in the case of towns, is for roadway and permanent plant.

The amount of capital stock subscription required for the formation of street railway companies (Pub. Stats., chap. 113, sect. 3) is \$10,000 per mile of railway, or \$2,500 only if the railway is to be wholly outside of any city. There is no requirement for any increase of these amounts, whatever the cost of the railway may prove to be. In the case of railroads, at least fifty per cent. of the estimated total cost of construction must be actually subscribed by responsible parties before construction can begin (Pub. Stats., chap. 112, sect. 85).

The above amounts required for street railways are absurdly small, especially for electric railways; and an increase is recommended in the original stock subscription required, together with a fifty per cent. requirement corresponding with that for railroads.

Building of Branches and Extensions.

However much a street railway company may undertake to extend its lines and enlarge its system, there is no requirement for any corresponding increase of capital stock, to be subscribed and paid in by the stockholders in cash, beyond the original amounts of \$10,000 or \$2,500 per mile of railway first proposed to be built.

By chapter 112 of the Public Statutes, section 139, no railroad corporation can build a branch or extension of its road, until an amount of additional capital stock applicable solely to the construction of such branch or extension, and equal to at least fifty per cent. of the estimated total cost of construction, has been actually subscribed by responsible parties; unless such branch or extension can be built without increasing the indebtedness of the corporation.

It is recommended that similar provisions be enacted with respect to street railway companies.

Exigency.

Under chapter 265 of the Acts of 1882, no railroad, or branch or extension thereof, can be built until a certificate that public convenience and necessity require the construction of such railroad, branch or extension, has been obtained as provided in that act.

To what extent, and under what conditions, it is expedient to make this statute applicable to electric railways, is submitted to the consideration of the legislature.

Issue of Bonds.

It is a rule grounded in sound reason and good public policy, that the promoters of any corporate enterprise, protected as they are from personal liability, shall prove their good faith by contributing as stockholders at least as much cash to the business venture as they ask the public to lend or invest in its aid.

This principle is recognized and enforced by the laws of this State (Pub. Stats., chap. 112, sect. 62) upon railroad corporations, which are authorized to issue bonds only “to an amount which, including that of bonds previously issued, does not exceed in all the capital stock of the corporation actually paid in at the time.”

There is no such limitation, and no limitation whatever, upon the total amount of bonds which a street railway company may issue. Bonds secured by *mortgage* of a part or the whole of the railway and other property of the company, can be issued only to an amount and for purposes approved by the Board (Stats. of 1889, chap. 316; 1892, chap. 192). The amount of mortgage bonds which the Board may so approve is not, however, limited to the amount of the paid capital, and issues of such bonds in excess of the paid capital have heretofore in some cases been approved by the Board, —presumably before electric railway operations had assumed their present speculative phase. During the last year, however, the Board has acted upon the rule that it would not approve any such issue in excess of the capital stock actually paid in.

Plain bonds or coupon notes (not secured by mortgage) can, on the other hand, be issued without the approval of any public board or officer, and, as already stated, without any limit of amount or time to run. The result has been that a street railway company, without paying in any more cash capital, could, if so disposed, go on running in debt as long as it had credit enough left to borrow money and float bonds.

Issues of mortgage and plain bonds in excess of paid capital stock were outstanding September 30, 1892, as follows: —

Issues of Street Railway Bonds in Excess of Paid Capital.

ELECTRIC RAILWAY COMPANY.	Paid Capital Stock.	Total Bonds Out- standing.
Brockton,	\$250,000	\$300,000
Essex Electric,	50,000	100,000
Globe,	300,000	750,000
Merrimack Valley,	180,000	350,000
Naumkeag,	250,000	1,550,500
Newburyport and Amesbury,	80,000	350,000

The reasons for fixing a limit to the right to issue bonds, are much stronger in the case of street railway companies than in the case of railroad corporations. The latter hold their location, road-bed and tracks (the essential part of a railroad or railway property) by a secure and irrevocable tenure which inures to the benefit and security of their bondholders. The location and roadway of a street railway company, on the contrary, are held at the will and pleasure of the board of aldermen or selectmen of the city or town, who may at any time alter the location or suspend the use of the tracks in any street; may take up, alter or discontinue the streets in which the railway is located; and, at any time after the expiration of one year from the opening of the railway for use, may wholly revoke * the location of the railway and require its tracks to be removed; and with no claim in either case for damages or compensation in favor of the railway company. (Pub. Stats., chap. 113, sects. 22, 23, 26 and 31.) The security even of a mortgage bond is somewhat affected by this frailty of tenure.

For these reasons, and upon every ground of sound financial policy, the Board recommends that street railway companies be put under restrictions, in regard to the issue of bonds, at least as stringent as those which already apply to railroad corporations.

* By section 8 of chapter 413 of the Acts of 1887, "No location, and no alteration or revocation of location, of a street railway, and no authority to run cars over or use the tracks of another street railway, whether surface or elevated, in the cities of Boston or Cambridge, or in the town of Brookline, shall hereafter be valid until approved by the board of railroad commissioners."

Grade Crossings.

The people of this State, after long and patient endurance, woke up some years ago to the absolute and immediate necessity of getting rid of the grade crossings of railroads with public highways. It is seriously to be feared, or rather it may surely be expected, that the admission and multiplication of electric railways upon the streets and thoroughfares of the Commonwealth will be found at no distant day to have entailed upon the general public annoyances and dangers not different in kind, and greater in the aggregate, than those suffered from the railroad grade crossings which are now in tedious and costly process of abolition.

The horse car was properly regarded as a species of the ordinary highway vehicle. When therefore a location for a horse railway was granted upon a street which crossed a railroad at grade, it was allowed by statute to carry with it, though not without some ground of objection, an implied right for the horse railway also to cross at grade. Electric power and the electric railway, as has been said, bear a much stronger resemblance to steam power and the steam railroad, than to horse power and the horse railway. The legislature has recognized this fact for some years past by providing, in the several cases where special legislation has been asked, that the electric railway should not cross a railroad at grade without the consent of this Board. The general laws have not, however, been changed; and the location under these laws of an electric railway by a board of aldermen or selectmen upon a street or highway which crosses a railroad at grade, still carries with it a right by implication for the electric railway also to cross at grade.

The Interstate Street Railway Company, of Rhode Island, for example, obtained a grant from our legislature (Stats. of 1891, chap. 399) to cross the State line and to build and operate under our general laws an electric street railway in the town of Attleborough and two adjoining towns, with a proviso that its tracks should not cross at grade the tracks of any railroad without the consent of this Board. It obtained from the selectmen of Attleborough a location on the most important thoroughfare in that part of the State, crossing at

grade the trunk line of the Providence division of the Old Colony railroad at Hebronville, laid its tracks up to the railroad location on either side, and applied to the Board for consent to cross at grade. For reasons stated in a special report which will be found in the Appendix, consent was not given. With intent to evade the prohibition of the above statute and the decision of the Board, the Interstate ostensibly threw up its location, and the Attleborough, North Attleborough & Wrentham, an allied local company, asked and obtained from the selectmen, under the general laws, a location in its own name covering the same route on which the tracks of the Interstate were already laid, and attempted by force to connect them at grade across the railroad. Successful resistance by force was also made by the railroad company, and a temporary injunction was obtained which is still in effect. In the meantime, as was desired and anticipated by the Board, proceedings have been instituted under the act of 1890, and a special commission has devised and reported a plan, for the abolition of the grade crossing.

There are obvious reasons why the crossing of a railroad by electric cars at grade, is more dangerous than such crossing by horse cars; and in some respects more dangerous than the crossing of two railroads at grade. Owing to the more delicate adjustment and easy disarrangement of the mechanism of electric power, and the greater skill, quickness and presence of mind required in its manipulation, electric power is less surely available, and less to be relied on in cases of emergency, than horse or steam power.

Experience has shown that there is a peculiar liability to accident, owing to loss or suspension of electric power or other cause, at railroad crossings. There have been repeated cases of perilous exposure to disasters of this nature. An instance occurred on the 29th of September last, at the Moody street grade crossing of the Fitchburg railroad in Waltham, in connection with an electric car of the Newton street railway, by which the lives of some forty persons were placed in imminent hazard. The following account of the occurrence, which is corroborated by the report of the electric car conductor, was given in the "Waltham Free Press" of September 30:—

What seemed inevitable as a serious if not fatal accident on the electric road, was witnessed at the Moody street crossing Thursday afternoon at 4.15 o'clock.

Car number 17 going toward Newton made its usual stop at the crossing, and conductor Cashman went upon the tracks to see that everything was all right. Nothing being in sight and the gates up, he signalled to go ahead. When about ten feet over from the north rail, a freight train came in sight under the Jackson street bridge. As the electric car was moving slowly, conductor Cashman said to motorman O'Grady, "Turn on your power, don't you see the train coming?" The power was turned on, but the car refused to move; whereupon the motorman replied, "There is something the matter; the car will not move."

The car having stopped just across the north track, and having refused to start, conductor Cashman shouted to the passengers to get off, as there was a train coming. There was a hustling for a minute and all were safe. It was then discovered that the trolley was off the wire. Mr. Cashman seized the rope and endeavored to replace the trolley, and after a little delay did so, being impeded somewhat in the work by the gates which were let down on the top of the car. As soon as the connection was made, the car sprang forward and cleared the crossing.

The freight train was slowed down when the engineer saw the electric car, and was within a hundred feet of the car when the impending danger was averted. Had not the speed of the train been diminished, an accident would certainly have occurred.

The only reason that can be given for the trolley leaving the wire is that the extreme height of the wire from the ground (twenty-two feet), together with the jar as the car struck the rails, combined to bring about the result.

In this case the trolley left the wire, and the car stopped directly upon a track on which a freight train was approaching. It was assigned as one of the reasons why the trolley left the wire, that the wire was twenty-two feet above the rails. If this were so, the wire was only about twelve inches above its ordinary height over railroad crossings on the best constructed railways, and the case is not distinguished from hundreds of other cases of grade crossing occurring every day where the same or a similar thing is liable to happen. If, in this case, the approaching train had been a swift express train, the consequences can easily be conceived.

Wherever there are constant chances of accident, sooner or later accidents will occur. The increase in the size and weight of electric cars, including their equipment, enhances the risk to travellers on the railroad as well as on the railway; and there is no class of railroad or railway accident which is more likely to be attended with serious loss of life and severe personal injury. It is not necessary, however, to describe with more detail the risks of disaster which are obvious to common observation and are matters of familiar knowledge.

It has been found necessary, for the safety of public travel on the railroad and the highway, to enact laws in regulation of the conditions under which, and the manner in which, railroads shall cross each other at grade, or shall cross on a level with public ways; and also to make provision for suitable appliances and safeguards by which the dangers of such crossings may as far as possible be avoided.

It is respectfully suggested and urged that the public safety demands that similar regulations and provisions shall be made with reference to the crossings of railroads and electric railways.

JOHN E. SANFORD,
EVERETT A. STEVENS,
WILLIAM J. DALE, JR.,

Commissioners.

JANUARY 2, 1893.

APPENDIX.

[A.]

SPECIAL REPORTS ON ACCIDENTS.

ACCIDENT ON THE FITCHBURG RAILROAD AT WEST CAMBRIDGE, SEPTEMBER 10, 1892.

Hearings, September 15, 16 and 19, 1892.

A collision occurred on the Fitchburg Railroad at West Cambridge, late in the evening of Saturday, September 10, 1892, which was attended with more serious loss of life and personal injury than any accident that has happened on the railroads of this State since the disaster on the Old Colony road at Quincy in August, 1890. Nine persons, all but one of them passengers, were killed or have since died, and several times that number were more or less severely hurt.

The accident in question was a case of rear end collision, caused by a heavy freight train running into a passenger train which was ahead of it and moving in the same direction on the same track. It may be well to inquire, in the first place, just how the passenger train came to be in such a position as to make the collision possible.

A few hundred feet west of the passenger station at West Cambridge, nearly in front of which the accident occurred, the Watertown branch of the Fitchburg railroad diverges southerly from the main line, making a circuit or loop of about six and one half miles in length, and joining the main line again at Waltham. The main line is a double track road, while the branch has but one track.

At 10.15 on the evening of the accident, the passenger train which sustained the collision, known as train No. 131, left Boston bound west for Waltham by way of the branch. At exactly the same time, passenger train No. 140 left Waltham bound east for Boston also by way of the branch. Both trains left on schedule time, and by the time table should have met and passed each other at 10.33 at Fresh Pond, which is the first station on the branch west of the junction at West Cambridge, and where there is a siding for the accommodation of passing trains.

Owing to detention at the railroad grade crossings in Charlestown, the west bound train No. 131, which was due at West Cambridge at 10.29, arrived there about three minutes late, so that it could not make the Fresh Pond siding by 10.33. By the rules of the road, the

east bound train No. 140 had the right of way over the branch. The west bound train was accordingly obliged to wait at West Cambridge. There was no siding provided at or near the West Cambridge junction for the temporary use of trains while waiting their turn to run over the branch. The west bound train No. 131 was therefore required to remain standing on the outward track of the main line, until such time as the arrival of the east bound train No. 140 should leave the branch track free. The latter train also happened on this evening to be about four minutes late in reaching West Cambridge; so that the west bound train stood waiting on the main line as above described about eight minutes in all.

It is not to be inferred from this statement that the railroad company had made no provision for the safety of branch trains while thus detained on the main line. On the contrary, as will be noted hereafter, the West Cambridge junction and its approaches were guarded by approved systems of interlocking and block signals, with corresponding rules for the running of trains, which were specially designed for the security of both branch and main line trains against the chances of collision at this point, and which, if they had been duly heeded, were ample for the protection of the branch train in the present case.

As soon as the east bound passenger train No. 140 had arrived at the junction as before stated, and had taken the inward track of the main line on its way to Boston, the west bound passenger train No. 131 began to move forward on the outward track, on which it had been standing, in order to switch over to the branch and resume its trip westward. This train had advanced about a car and a half's length, so that its engine had just taken the first switch and got upon the crossover track, when the "Erie fast freight" train, bound west over the main line, crashed into it from behind.

The freight locomotive, a heavy and powerful 10-wheel engine, drawing at the time a train of 32 loaded freight cars, plowed its way into and through the rear passenger car to within about eight feet of its forward end, forcing the sides of the car asunder and covering itself with the car roof. There were about 45 persons riding in this car, who were caught between the engine and sides of the car, or thrust forward with furniture and fixtures and crushed in a promiscuous mass at the farther end. Fortunately fire did not ensue, although some were burned by contact with the heated parts of the engine, or scalded by escaping steam.

The platform of the passenger car next in front was somewhat damaged, and some of the windows broken; but the interior of the car was uninjured. The passengers received a violent shock, but none were seriously hurt. The same was true of those in the two

forward cars, the foremost of which was a combination baggage and smoking car. Both of these cars, and the engine in front of them, were left in a condition to complete their trip.

The engine and first three cars of the passenger train remained on the track, and so did the colliding engine and the first two cars of the freight train. The first effect of the collision was to thrust the passenger train suddenly forward; but the breaking of the air pipe in the rear car set the air brakes on the rest of the train, and brought it to a quick stop, with an apparent sharp recoil. When the wrecked trains came to a stand-still, the freight engine was standing on the crossover track at just about the point where the passenger engine had been at the moment of collision.

The first two cars of the freight train, a refrigerator and Burton stock car, the only freight cars equipped with air brakes, escaped injury. The next 10 or 12 cars were completely wrecked, and with their contents were piled upon each other or scattered in fragments upon the roadbed. Fire broke out from the ignition of matches in the third freight car, but was promptly extinguished by the Cambridge fire department. The collapse of this section of the freight train doubtless deadened the force and diminished the disastrous results of the collision.

The Erie fast freight, the colliding train, left Charlestown at 10.30 P.M., an hour and 40 minutes late. The delay that night, for reasons not here material, was extraordinary, although this train had usually started considerably behind its schedule time.

The engineer, Herbert P. Goodwin, 27 years of age, had been in service on the Fitchburg road six years in all, — four years as fireman, and the last two years as engineer. He was employed as a “spare runner” to take the place of engineers of regular trains while temporarily off duty. His service in this capacity had been mostly on trains going west from Fitchburg; but he had been running for some three weeks before the accident on trains to and from Boston, and had occasionally done the same for shorter periods previously. This was his first trip on this particular train. He was, according to his own testimony, entirely familiar with the Boston end of the road, with the stations and signals along the line and at the several junctions, and with all the rules and regulations of the company for the running of trains, which it was his duty as a locomotive engineer in responsible service to know and obey.

The main line of the Fitchburg road, from Boston to West Cambridge and beyond, is equipped with a system of automatic electric block signals for the guidance of trains going in each direction. Each signal governs a block about a mile in length. If the signal when first approached shows *white*, it means *safety*, — that the block

which it protects is unobstructed, and that the engineer may proceed. If it shows *green*, it means *caution*, — that the block is obstructed by a train, a misplaced switch or broken rail; and the rules require the engineer to *reduce speed*, and run so that he can *stop within seeing distance*. There are three of these block signals for west bound trains between Boston and West Cambridge, the last of which is located just east of the Cambridge station, and protects the block which includes the West Cambridge junction.

The several approaches to this junction are further guarded by a system of signals which interlock with the switches and are operated from a signal tower. The “distant” signal for west bound trains on the main line is located about 900 feet east of the passenger station, and the “home” signal about 300 feet west of the station and within about 50 feet of the junction proper. Both of these are semaphore or high signals, and they are worked together. If they both show a *white* light at night, they indicate *safety*, and that the engineer may proceed. If the distant signal shows a *green* light, indicating *caution*, and the home signal a *red* light, indicating *danger*, the engineer must approach the home signal with his train under full control, and must stop before passing it.

Even if both signals are at safety, freight trains are required at all times to approach the home signal cautiously, and must not pass over the junction at a speed exceeding 8 miles per hour. The rules further provide that if these signal lights are *not seen*, the train must be stopped before reaching the home signal; and that any signal imperfectly displayed must be regarded as a danger signal.

The engineer of the Erie freight knew these rules and did not obey them. There was a thick fog at the time of the accident, requiring unusual caution in the handling of trains, because of the difficulty in seeing signals or obstructions on the track. He admits that he saw the block signal just east of the Cambridge station, but he paid no heed to it. He says that he could not see the interlocking “distant” signal, owing to the fog and smoke. Failing to see it, it was his duty to act as if he had seen it at *caution*, — that is, to reduce his speed so that he could stop before reaching the home signal. At the least, he was required to proceed cautiously and slow up so as to pass the junction at not over 8 miles per hour. He did neither. He assumed or guessed (contrary to the fact) that the signals which he did not or could not see were at safety, and rushed on.

The engineer states that, after passing the distant signal, he saw the home signal, and that it showed a *white* light, indicating safety. This statement is incorrect or untrue. There is no evidence to support it. The testimony of witnesses who had better opportunities to

see and know, and no inducement to misstate, leaves no room to doubt that the home signal, for six or eight minutes before and up to the time of the collision, was set (as it should have been) at *danger*, and showed a *red* light. All of the signals were against the engineer.

The freight train, as before stated, left Charlestown at 10.30, and the collision, as nearly as it can be timed, occurred between 10.40 and 10.41. The running time was therefore about $10\frac{1}{2}$ minutes, and the distance is 3.63 miles. Even if the train had moved at a uniform rate from point to point, and without stopping, the speed must have been nearly 22 miles per hour. Allowing for the "know nothing" stop at Charlestown, and the time required to get a train of this character twice under headway, its speed while under full headway could not have been less than from 25 to 30 miles per hour. The schedule time of this train was 15 minutes, calling for a speed, with allowance as above, of about 17 miles per hour.

There can be no doubt that the train was run at an unusual and excessive rate of speed. This speed was not sensibly checked up to the instant of the collision. There is a down grade of 24 feet per mile just after passing the Cambridge station, and of 11 feet in approaching the West Cambridge junction. The speed on this down grade, if not accelerated, was not reduced. If anything was done to check the speed of the train, it was not until after the tail lights of the passenger train had flashed in the engineer's face, and then it was too late. Brakes were at no time called for. The freight train was under full headway when it struck.

The only excuse which is suggested for running at this perilous rate in a thick fog, in disregard of signals, and in violation of well known rules, is that the freight engineer, in view of the fact that the passenger train had started 15 minutes ahead of him, had a right to suppose that it would be out of his way. On the contrary, he knew that it was liable to be detained (as it was) at the grade crossings in Charlestown; that it had to stop at all the way stations, and that he was running faster than its schedule time; and that it was a branch train, liable to be kept waiting indefinitely at the junction for the arrival of the east bound train. All the things that did happen he knew were liable to happen. It was to guard against just such contingencies that the signals were established and the rules made. He had no right to take any chances. No railroad employee is less to be trusted and more to be feared than one who assumes to set aside the regulations of the corporation on his own judgment.

The facts above stated are sufficient to show how the collision occurred, and how it might and should have been avoided. It is proper to inquire further whether there was, as claimed by the

engineer, any contributing fault or neglect on the part of other trainmen.

In addition to the fixed signals above described, the rules of the Fitchburg company provide for the use of special danger signals in certain cases. In a case like the present, the delayed train is to be protected by sending out danger signals to the rear. The signals provided for such use are a red lantern at night, torpedoes, and the fusee as an "extra danger signal, to be lighted and placed on the track at night, in cases of accident or emergency."

As soon as the passenger train stopped at West Cambridge, the conductor ordered the rear brakeman, or flagman, James E. Noon, to "get back and protect his train." The flagman provided himself as quickly as he could with a red lantern in addition to the white one which he already had with him, with four torpedoes and two fusees, and started back on a run down the track. He was seen from the train until he had got back some 400 or 500 feet, when he disappeared in the fog. He testifies that he kept on going back, "walking pretty fast," until he had got to not far from the Walden Street bridge, when he saw the head light of the freight train coming towards him. He began at once to swing his red lantern across the track as he went along, and, while doing so, he heard the engineer give two short blasts of the whistle. This he understood to be an answer to his signal. He waited a little, still going back and swinging his red lantern, expecting to see the train slow up. It did not do so. Before he had time to do anything more, the train was upon him, and he had to get off the track to let it pass. He was then within about 30 feet of the bridge, and about 2,000 feet back from the rear of his train.

This is the story of the flagman as he told it at the time of the accident, and at the hearing before this Board. When asked by his conductor, immediately after the collision, why he had not stopped the freight train, his reply was, "They answered my signal." The engineer of the freight train denies that he either saw or answered his signal.

The rules of the Fitchburg road expressly require that when a danger signal (except a fixed signal) is displayed to stop a train, it must be acknowledged by two short blasts of the whistle. The engineer admits that he gave two such blasts, and the only fact in issue is *where* he gave them. He says it was *after* he had passed both the Walden Street bridge and the "distant" signal; and that it was in answer to the "home" signal, which he then first saw. The flagman says it was *before* the engineer had reached the Walden Street bridge.

There was some discrepancy in the statements of other witnesses,

but the matter seems to be put to rest by the testimony of the two surviving brakemen of the engineer's own train. These men were in the best position to hear the whistle, and it was their duty to be on the alert for it. They were at the time on the top of the freight train. They both testify that the two short blasts were sounded after the head of the train had passed under the overhead bridge at the Cambridge station, and *before* it had reached the Walden Street bridge. That is where the flagman says he heard them.

The flagman had a right to believe that they were in answer to his signal. There was no other signal to answer. There was none between the flagman and the engineer. The only signals behind the flagman were the "distant" and "home" fixed signals, neither of which the engineer was required to answer, nor could then see. It cannot, of course, be proved by direct evidence that the engineer saw the flagman's signal. It is equally impossible to account for his sounding the two short blasts if he did not see it. If he did not in fact see it, he was guilty of a wanton and misleading use of the whistle by sounding it falsely at a critical time and place; and he is responsible if the flagman was misled.

The engineer pleads in further excuse that the flagman ought also to have signalled with the torpedo or fusee.

The rule for the use of torpedoes requires the flagman, when back 2,000 feet (13 telegraph poles) from the rear of his train, to place *one* torpedo on the rail, and when back not less than 3,000 feet (20 poles), to place *two* torpedoes on the rail a rail's length apart. He may then return to a point 2,500 feet (17 poles) from the rear of his train, and must remain there until recalled by the whistle of his engine, unless a passenger train is due within 10 minutes, in which case he must remain until its arrival. When he comes in, he must remove the *one* torpedo, and leave the *two* torpedoes as a caution signal to any following train.

To do these several things requires time. The rule supposes a case in which the flagman may have sufficient time to go through with the prescribed routine, and to return to his train, before the following train arrives. It is the rear flagman's duty in all cases to proceed as far as he can in carrying out the rule; but if he meets a following train before he has had time to get back 2,000 feet, he cannot even begin to comply with it. That is substantially the present case. The flagman could not see the telegraph poles in the fog so as to count them. He thought, as he testifies, that he had not got back 2,000 feet, (and in fact he had not), when he saw, not many hundred feet away, the head light of the freight train bearing down rapidly upon him. There was no time for fastening torpedoes on the rail, or for lighting fusees; and no rule that required him then to do either.

The proper and best thing for him to do was to keep on going back as fast and as far as he could, swinging his red lantern in the face of the approaching engineer. This he did. While so doing, he presently heard what he believed, and had good reason to believe, was the answer to his signal. It is difficult to see what more or better he could have done.

Upon a full consideration of the facts, and for the reasons which have been stated, the immediate responsibility for the collision rests, in the judgment of the Board, upon the engineer of the Erie freight train; and, so far as appears, is not justly shared by other trainmen of either of the trains involved, or by any other employee of the railroad company.

The disaster was due to the misconduct of the engineer in running a heavy freight train in reckless disregard and violation of rules which he knew he was bound to obey, and at an unwarrantable and dangerous rate of speed, under circumstances requiring unusual prudence and precaution. There were ample signals for his guidance and warning. Even if there had been no signal from the rear of the passenger train, his conduct was inexcusable, and the collision ought not to have occurred.

The position of locomotive engineer is one of responsibility and trust. The gross neglect and violation of its duties in the present case demand this severe condemnation.

It was stated in a special report of the Board upon the accident which occurred on the Fitchburg road at Littleton, in 1880, by which two lives were lost, that "up to that time, no passenger between Boston and Fitchburg had ever been killed or seriously injured from causes beyond his own control." It appears that the only other instance, until the recent accident, in which a passenger riding in the cars on any line of road owned or operated by the Fitchburg company, had been killed or fatally hurt, was the accident at Bardwell's Ferry, in 1886; and that accident, as is well known, occurred upon a road owned and maintained by the State, and was due to a concealed defect in the roadbed for which the State admitted its liability by satisfying all claims for injuries to persons or property resulting from it.

Nothing has been developed in the present investigation tending to show that the accustomed solicitude and vigilance of the company for the safety of its passengers had been in any measure relaxed. On the contrary, as already stated, that portion of the road to which special attention has been called, was found to be well equipped with approved appliances for their protection. The same is known to be true of other portions of its lines.

The recent accident falls within the rule, which has been only too well established by the recurrence of unlooked for and needless

casualties upon the best equipped and managed roads, that no system or device for the security of railroad travel can be made so perfect, but that, if it depends for its successful working upon the trustworthiness of human agents, it will sooner or later upon occasion fail to accomplish its intended purpose. It will fail because men are fallible.

The most profitable inquiry in any case is, therefore, whether the accident is preventable; or, in other words, if there is any way in which the recurrence of such an accident can be made impossible.

It is understood that, until within a few months, Watertown branch trains were required to wait for and pass each other at some point on the branch line. This arrangement was subject to the inconvenience that travellers going in both directions on the branch were thus liable to be delayed. For this and perhaps other reasons, east bound trains were given the right of way over the branch. This involved the occasional holding of west bound branch trains at the West Cambridge junction; and, there being no siding provided for their accommodation, they were compelled to remain standing on the main line, thereby obstructing it, and meanwhile exposed to collision with main line trains.

This, as a permanent arrangement, was open to serious objection. It appears, however, that it was only temporary. Early in August last, a branch siding 1,500 feet long was ordered to be built at the junction, in such location as eventually to form part of a second branch track. About 700 feet of this siding had been put in at the time of the accident; but, owing to delay in arranging for materials, it had not been completed.

It further appears that on September 6th, four days before the accident, the president was authorized by the board of directors to proceed with the double tracking of the entire branch. An order was immediately given to the chief engineer to commence preparations for the work, and the work is now in process of execution.

The railroad company has therefore anticipated what would otherwise have been the recommendation of the Board. The business of the branch, requiring some 20 trains each way daily, could no longer be done with the requisite convenience and safety upon a single track. A double track will also relieve the main line from any unnecessary obstruction by branch trains, and apparently prevent the possibility of the recurrence of a collision under conditions similar to those which existed in the present case.

JOHN E. SANFORD,
EVERETT A. STEVENS,
WILLIAM J. DALE, JR.,

Commissioners.

ACCIDENT ON THE GLOUCESTER BRANCH OF THE BOSTON AND MAINE RAILROAD, AUGUST 17, 1892.

Hearings, September 9 and 20, and October 19, 1892.

A wild freight train collided head to head with a regular passenger train on the Gloucester branch of the Boston and Maine railroad, at the Paradise crossing in Beverly, on the 17th of August, 1892.

At about 4.15 on the afternoon of that day, the superintendent of the eastern division, which includes the Gloucester branch, sent an order by telegraph from his office in Boston to shifting engine No. 108 at Gloucester, as follows: *Run wild Gloucester to Beverly and back to Rockport.* The order was delivered by the operator at Gloucester to Fred H. Macomber as conductor, and Edward Jones as engineer, of No. 108, who signed as such in acknowledgment of its receipt.

Macomber was really a freight brakeman in the Gloucester yard. He had been so employed between two and three years. He was 22 years old. The regular conductor was sick that day, and Macomber was taking his place by direction of the station agent.

Jones, the engineer, was about 55 years of age. He had been in the employment of the company some 13 years, serving as fireman until about five months before the accident, when he was made engineer of the shifting engine in question.

They left Gloucester on this engine shortly before 5.00 P.M., taking with them a fireman and brakeman, and with no cars attached. They passed an outward passenger train at Manchester, and arrived at Beverly about 5.20. Here they took on two freight cars, containing horses and carriages with a colored coachman in charge.

The wild freight train, as thus made up and manned, left Beverly on the return trip at 5.37. The time is fixed by the testimony of railroad men at Beverly, who saw the train just after it started, and noticed that it was on the time of the incoming passenger train. The fireman of the wild train testifies that he heard conductor Macomber say, as they were getting under way, "We have 12 minutes to make Montserrat,"—the first station on the branch, a mile and a half from Beverly. The conductor states that he did not look at his watch, but that engineer Jones looked at his, and said "I can make Beverly Farms,"—the third station, four miles from Beverly. The conductor replied "Let her go."

They had not turned their engine at Beverly, and were running it backwards. They approached Montserrat while the station agent was flagging the highway crossing just east of that station, in expectation of the inbound passenger train then overdue. The target signal was set for that train to stop at the station for passen-

gers. Seeing that a collision was imminent, the agent made signs with his arms and crossing flag for the wild train to hold up and wait for the other train to pass. There was a siding at the station for that purpose. Motions in recognition of the agent were made by some of the trainmen in passing him; but no notice seemed to be taken of the target or his signals, and the wild train kept on. The surviving trainmen say they did not see the signals.

The passenger train, consisting of engine, baggage car and four passenger cars, left Rockport for Boston at 5.00 P.M. It was due at Montserrat at 5.37,— the exact time the other train left Beverly. It was four or five minutes late. If it had been on time, the wild freight train would have met it before running a mile.

The two trains collided at the Paradise highway crossing, midway between Montserrat and Pride's station. The passenger train was running about 25 miles an hour, and the freight train from 25 to 30 miles an hour. They met on a sharp curve, where neither train could see the other more than 300 or 400 feet away. Five seconds gave little time to check speed. The conductor and engineer of the freight train jumped. The engineer and fireman of the passenger train stuck by their engine and did what they could to stop their train. Both engines and the forward car of each train were completely wrecked. The brakeman of the freight train was instantly killed. Engineer Jones died from his injuries 12 days after the collision. Conductor Macomber and the fireman of the passenger train received severe injuries, and other trainmen slighter injuries. The 60 or 70 persons riding in the four passenger cars were some of them thrown from their seats, but none were seriously hurt. The comparative lightness of the freight engine and train doubtless averted a much more serious catastrophe.

There is, of course, no difficulty in placing the direct blame for the collision. It does not attach in any measure to the trainmen of the passenger train. They had not been notified that the freight train was on the road, and were not bound to be looking out for a wild train. The wild freight train, on the other hand, was required by the rules of the road to keep 10 minutes out of the way, that is, off the time, of all regular trains. The collision was directly due to the stupidity of the conductor and engineer of the wild train. They seem to have been unequal to the arithmetic of a time table. They were not probably conscious of any wilful recklessness or violation of rules. It must be supposed that they had some regard for their own lives. If they had been bent on self destruction, they could not have hit upon a much surer method of compassing it. They were incompetent to take care of themselves, and equally unfit to be entrusted with the lives and safety of others.

By the rules of the company, a freight conductor, while on the road, has entire control of his train and all persons employed on it; but when there is any doubt as to the right of road or safety of proceeding, conductors and enginemen are held equally responsible for the violation of any of the rules governing the safety of their trains.

In the present case, conductor Macomber was a boy in years and service as compared with the engineer. He pleads this as his excuse. He claims that, "being a new and inexperienced man," he had a right to depend on the engineer, who was "an old and experienced man." He admits that he exercised no authority as conductor, and took no more responsibility than if he had been brakeman. "I supposed," he says, "the engineer knew all about it. I left it to him to run the train. I did not do my duty as conductor. I trusted him."

The more serious question affects the responsibility of the superior officers of the railroad company.

1. No order should have been given to run a wild train on the Gloucester branch, which has but one track, without positive knowledge of the competency of the men who were to execute it. It is unusual and unsafe as a rule to send out a shifting engine to make trips upon a travelled line of railroad. The men in charge of such an engine are accustomed to yard and station work, and not to the running of trains. The incompetency of Macomber to conduct a wild train has been abundantly shown. The fact that Jones, a man over 50 years of age, had been kept at work, and had been willing to work, more than a dozen years as fireman, without promotion, was presumptive evidence that he did not possess, and was conscious of not possessing, the capacity and qualities which fitted him for the responsibilities of a road engineer. There was good reason to suspect that he was as unfit to run a wild train as he proved himself to be.

2. If the wild order were to be given at all, unless given to trainmen of known experience and trustworthiness, it should have been accompanied with specific directions as to the times of starting and returning. There were 16 regular afternoon trains running in both directions on the single track of the Gloucester branch. Only a trainman of approved skill and caution was to be trusted to choose his own time to thread his way among them.

3. There seems to have been no emergency to justify the risk incurred in sending out the wild train under the circumstances of the present case. There was a regular evening freight train by which the horses and carriages could have been transported to Rockport before midnight of the same day.

4. The regular business of the Gloucester branch had long before

the date of this accident reached a stage where it could no longer be done with convenience or safety on a single track. The branch was authorized by special act in 1845, and was built shortly afterwards. The road has ever since remained substantially as constructed 45 years ago. Its line has not even been equipped with any approved modern system of signals or other appliance for the safer running of trains. Meanwhile there has been a manifold increase of passenger and freight traffic.

The fact is not to be disguised that there have been persistent complaints of the delays and discomforts of travel, and a growing apprehension in respect to the safety of travel, upon this branch. Shortly before the occurrence of the recent collision, a petition, strongly signed by residents on the line and patrons of the road, was presented to this Board, earnestly praying for an official examination “of the condition of said branch in respect to its roadbed and superstructure, stations, grade crossings, and the obstructions at highways caused by trains when stopping at stations, with the view of ascertaining whether its facilities are adequate for the *safety* and comfort of the present volume of traffic upon its *single track*, and the travel upon the highways crossed at grade.” The collision had the effect, as is well known, to call attention anew and more pointedly to the annoyances and dangers referred to, and to draw out in the public press, and in communications to the Board, fresh and emphatic criticisms of the management of the road.

There is unquestionably ground for dissatisfaction. A single track is inadequate for the ordinary business of the branch. On occasions of unusual travel, as in the case of the recent celebration at Gloucester, its capacity is entirely overtasked. The constant result is not only inconvenience and discomfort, but danger. The traffic of the branch is highly profitable to the corporation, and the net revenue from its whole business is deemed sufficient to enable the payment of ample dividends to its stockholders. There is no ground on which an improvement so imperatively demanded by the public safety as the double tracking of the Gloucester branch, can be justly refused.

It is gratifying to be able to state that these views are shared by the board of directors of the Boston and Maine corporation. The present general manager, Mr. John W. Sanborn, made the following statement in the course of the investigation of the recent collision:—
“I wish to say in regard to the consideration of the double tracking of this Gloucester branch,—I am one of the directors also. That matter has been under discussion in the Board for more than a year, and it has been the intention of the Board to double track that road in the near future, and estimates have been made as to the expense,

and means provided or being prepared to double track that branch. It is always safer on a double track road than it is upon a single track, no matter what the business. Although I don't understand that a double track makes it absolutely safe ; but it would reduce the liability very much. And there is business enough upon this road to require a double track. It is quite safe as it now is, but not as convenient ; and we expect to commence the double tracking of that road in the near future. It is not a new question by any manner of means. It has been under discussion more than a year ; and it will be laid down, part of it, very soon."

In view of this official assurance, no formal recommendation by the Board seems to be called for. Its opinion has been sufficiently indicated in what has been already said. If the Board had just reason to doubt that the work will be promptly executed, its duty would be clear.

With the laying of a second track, it is to be expected that the stations will be relocated so far as may be necessary to prevent the obstruction of highways by trains while stopping at them ; that such station buildings and grounds as are too old, or too small and ill-arranged, to longer satisfy the reasonable demands of the public, will be replaced with new, or rearranged and enlarged ; and that such other improvements, in construction and equipment, as may be necessary to make the Gloucester branch a first-class road, in respect to both convenience and safety, will be made without unnecessary delay.

For the Board,

JOHN E. SANFORD,
Chairman.

OCTOBER 20, 1892.

COLLISION OF ELECTRIC CARS ON THE WEST END STREET RAILWAY.

Hearing March 22, 1892.

This accident occurred about 6 o'clock P.M., on Friday, March 18, 1892, on Beacon Street, Boston, just west of the bridge over the waterway leading into the Park.

At this place, the double tracks of the street railway are connected by two cross-overs : one with "right-hand" or "trailing" switches, — that is, one in which the cars on either track run over the switch from heel to point, so that they cannot take the switch and cross over to the other track without backing ; the other, with "left-hand" or "facing" switches, — that is, one in which the cars on either track run towards the point of the switch, so that, if the switch is

open or misplaced, a car, instead of keeping its own track, will take the switch and cross over to the other track. The trailing switch on the outbound track in this case is just east of the bridge, and the facing switch just west of it, the two being about 80 feet apart.

The switch proper, as many people know, is a wedge-shaped tongue of iron or steel, several feet in length, pivoted at the heel. When out of use, it is kept in a fixed position, so that the point cannot shift, by a steel key driven towards the heel in the groove between the tongue and the flange of the rail. This key is a steel wedge about half an inch thick, two and one-half inches wide, and four or five inches long. The flangeway at the switch is deeper than elsewhere, and the flange of the wheel is supposed not to touch the key in passing over it. This extra depth of groove prevents the key from slipping back beyond the point of the switch, and the wedge shape of the groove limits its motion towards the heel. When the key is firmly driven in, it has to be hammered to get it out.

At the time of the collision, an eight-wheel electric car was going out towards Brookline on the northerly track, and a similar car coming in on the southerly track. The outbound car had stopped at the Charlesgate Hotel, about 250 feet east of the bridge, and had then proceeded to the bridge, when the motorman partly shut off the power in order to pass slowly over the switches, in accordance with instructions. A good deal of snow had fallen during the day, but had been followed by rain, and the facing switch was covered by water to a depth of several inches, so that it could not be seen.

The car passed safely, of course, over the trailing switch; but, when it reached the facing switch, it took the wrong side of the tongue and was switched on to the cross-over. The key must at this time have been out of the switch and the tongue misplaced. The conductor of a following car, after the accident, found the switch open and the key lying beside the rail between the two tracks. How it got there does not appear. The Division Superintendent testified that he saw the switch at about 12.30 p.m. that day. At that time the switch was not covered with water, and was in proper position with the key in place. Motormen of other cars testified that they had passed over the switch several times that day, and one of them stated that he saw the key in place at 3.10 p.m., after which time the rain began. The last car previous to the collision passed over the switch at about 5.50 p.m., or from five to ten minutes before the collision, at which time the switch was apparently all right.

The facing switch had been last used on March 9th, when a car was disabled near this point; and it was opened and closed at that time by the Division Superintendent, who stated that he left the key properly driven into the switch.

According to the testimony, the outbound car was going, when it reached the switch, at a speed of about three or four miles an hour. The motorman, as soon as he saw that the car had taken the wrong side of the switch, applied his brake but did not instantly shut off the power. He could not, however, stop the car quickly enough to avoid colliding with the inbound car, which was approaching at this instant on the other track, apparently at a speed of about four miles an hour. The low speed of the latter car was due to the fact that, in accordance with regulations, the outbound car had the "right of way" across the bridge, and the inbound car had slackened its speed to allow the other car to get across first. If the collision had occurred at a point on the road where either car was allowed to run, and was running, 10 or 12 miles an hour, the consequences would probably have been much more serious.

The two cars came together obliquely, the outbound car being still partly on the cross-over, so that the corner of the inbound car struck the front of the outbound. The dashers and platforms of both cars were more or less demolished. The connections between the body of the inbound car and its forward truck were broken, and the body shifted somewhat out of position.

The outbound car contained 40 to 50 passengers, the seats being all full, and several persons standing up inside the car, besides some on the front platform. Nobody inside the car was hurt, though some of those standing were thrown down, and two men on the front platform received slight injuries. The inbound car had only nine passengers, all seated inside. No one on this car was hurt except the motorman, who was thrown from the platform to the ground and fatally injured.

The accident was thus simply a head collision, due to the presence of a left-hand or facing switch, one car taking the wrong side of the point and crossing over and colliding with a car on the other track.

The presence of facing points on steam railroads is recognized as a source of considerable danger, and their use is restricted in the best practice to as few places as practicable. On single track roads they cannot be eliminated, since every switch in a single track which is a trailing point for trains in one direction, must be a facing point for trains in the other direction. On a double track road, facing points *may* be entirely eliminated; but in such case a train headed in the usual direction on either track can leave that track and take the other only by backing. Unfortunately, however, double track roads do in most cases have some facing points, but they are generally carefully protected by signals. These facing points may occur, first, at cross-overs between the two tracks; second, at turnouts for sidings at stations; third, at junction points with other lines. The

convenience of their use lies in the fact that a train can go from one track to the other without the necessity of stopping, backing and stopping again.

On street railways, owing to the comparatively low speed, the use of facing points has rightly been considered as involving much less danger than in the case of steam railroads, and they are much more frequent; principally on account of the large number of junction points at street corners. At such points, however, the danger is generally slight, because such switches are as a rule in constant use, and all cars pass over them slowly, and not until the driver or conductor is assured that the tongue is properly set. Moreover, at such junction points, if at all important or exposed to heavy traffic, a man is permanently stationed to manage the switch and the key which holds the tongue in place.

The facing switch is clearly the most dangerous when it is used for a cross-over between double tracks on a straight line at a point where the speed would not naturally be slow. On steam railroads, facing points of this kind are inexcusable. On street railways the danger is less, owing to the slower speed. They are more objectionable for electric than for horse railways. The convenience of their use is greater also in the case of street railways than in the case of steam roads, because it avoids the necessity of changing the trolley or the horses twice in order to pass from one track to the other, and because repairs to the street not infrequently make it necessary to discontinue for a time the use of one track, and to use the other for cars running in both directions. The use of right-hand switches in such cases would involve a delay of some three minutes for each cross-over, and cars going in both directions would be subject to this delay if they chanced to meet at this point.

In the present case, the cross-over with right-hand or trailing switches east of the bridge has been there since the tracks were built, but has been used only in the rare cases when it has been necessary to shift a car from one track to the other. The cross-over with left-hand or facing switches west of the bridge, which caused the collision, was put in during the last spring or early summer for temporary use in transferring outbound cars to the inbound track during the obstruction of a section of the outbound track by the building of a city sewer, compelling the cars running in both directions to use at this place the inbound track. It was expected that the sewer work would be completed in a few months, and that the latter cross-over would then be removed; but the chief engineer of the railway company was informed towards the end of the year by the officials of the sewer department, that there was further work in contemplation, and that

it would not be worth while to remove the cross-over at that time. It was accordingly allowed to remain.

Neither of the cross-overs near the bridge is used in the ordinary operation of the railway. The chief engineer stated that he fully realized the objections to facing switches; that during the two or three years of his connection with the company he had not put in over six of them; and that it was his policy to remove those now existing as fast as practicable, and never to put in others unless their use was actually necessary.

When a switch is not covered up, the tongue and key can be clearly seen in the daytime at a distance of about 70 feet. The motorman can, therefore, if he is going slowly, generally see whether a facing switch is all right when he is far enough off to allow him to stop his car before reaching it.

In the present case, the motorman could not see the switch because it was covered with water. He had no notice that the switch was wrong until the front wheel of his car took it. The distance from the point of the switch on one track to the corresponding point on the other, that is, the total length of the cross-over, is about 44 feet. About half of this, or 22 feet, is the distance from the point of the switch to the frog, that is, the distance the car would have to go, after taking the switch, before the front wheel would be on the other track. Since, however, the front of the platform is some seven feet ahead of the front wheel, and the body of each car is wider than the track, a distance of much less than 22 feet, — probably not over 8 or 10 feet, — would be sufficient to bring the car into a position such that it would foul a car passing on the other track.

It follows that, from the time the motorman *knew* that his car had taken the cross-over, the car had to go but a very short distance before being in a position to foul the other car. Just how far it did go depends on how the cars struck each other. The motorman thought his car did not go more than its length, say 30 feet; but from his description of the way the cars collided, it does not seem probable that it went over 15 or 20 feet. If the speed were four miles an hour, it would go 20 feet in less than four seconds, if the brakes were not applied. These figures are given simply to show how quickly and unexpectedly the whole thing happened; and they make it easier to understand why the motorman did not shut off the power as well as apply the brake.

This accident suggests some consideration of the following points:—

First, the construction of the switch, and the possibility of the key being removed and the switch misplaced.

Second, the proper precautions to be used in passing over left-hand or facing switches.

Third, the proper course to be taken for stopping a car in case of accident.

With regard to the *first* of these points, there appears to be no objection to the construction of this form of switch, and it is difficult to see how the key could be removed unless it were purposely done. There is perhaps a possibility that the wheel of a heavy wagon might force over the tongue of such a switch, but the probability seems very remote if the switch is properly keyed. When it is remembered, moreover, that the key has to be *lifted* out of the slot in which it is placed, it is difficult to conceive how any vehicle passing over it could displace it.

The street department of the city uses revolving brushes for cleaning streets, and similar brushes are sometimes used by street railway companies to clear away snow. Such brushes, however, are not now in use by the West End Company, and no street cleaner had been in that neighborhood before the accident. Even if it had passed over the switch, it is very doubtful if it could have removed the key. It was in testimony, however, that these keys are sometimes stolen by boys, and it is of course possible for any maliciously disposed person to remove the key and tamper with the switch.

With regard to the *second* inquiry suggested by the accident, it is evident that, since facing switches are a source of considerable danger, great care should be employed by motormen in passing over them. The speed should be so slow that the motorman can stop his car between the point at which he can see the switch and key, and the switch. The need of this precaution is distinctly recognized in the orders and instructions of the West End Company to its superintendents and motormen.

Rule No. 10 for motormen, printed in the “Rules and Regulations for the general guidance of Conductors, Drivers and Motormen,” under date of January 1, 1892, reads thus:—“Motormen will run slowly and with great care over all curves, frogs, switches and other special track work, holding the car well in hand and applying that amount of power only which may be necessary for the proper propulsion of the car.”

By an order of the General Manager, issued March 8, 1892, special attention was called to a collision which had occurred at Charlestown a few days before, caused, as in the present case, by a car taking a misplaced left-hand cross-over switch. Division Superintendents were instructed by the order “to exercise a continued supervision and oversight of all switches connected with left-hand cross connections,” and to warn motormen and drivers “that they must be sure that all switches are thrown in the right direction before attempting to run cars upon the same.”

The following is a sample of the notices posted by Division Superintendents pursuant to the above general order:—“In view of serious accidents which have lately occurred by reason of cars taking switches connected with left-hand cross connections, all motormen of this Division are hereby warned and cautioned, that they must exercise the greatest possible care at all times to be positively certain that all such switches are thrown in the right direction, before attempting to run cars upon the same. Never take for granted that any one of these switches is right, but know for a positive certainty that it is so before running your car upon it.”

If a notice like this had been seen by the motorman of the out-bound car in the present case, and he had strictly heeded its directions, it is evident that the collision could not have occurred.

On the day following the collision, and also on the day after the hearing before this Board, further orders were issued by the General Manager in respect to left-hand switches, setting forth that “the most constant care and vigilance must be exercised regarding them,” and requiring Division Superintendents to post special notices to motormen and drivers, containing the following direction:—“Upon arriving at a left-hand connecting track, slow down, and *be sure* that the *tongue* or *switch* is properly *keyed*, before attempting to pass over the same.”

The chief lesson to be learned from this collision would seem to be the necessity of making and enforcing a regulation that no motorman shall under any circumstances run his car over a facing cross-over switch, until he or the conductor has first ascertained by the evidence of his own senses, and upon actual examination of the switch if it cannot be seen, that the switch is right.

This brings us to the *third* point for consideration, namely, the proper course to be pursued in time of danger in order to bring a car to the quickest possible stop.

In the present case, both cars were moving slowly, and the only omission seems to have been that the motorman did not immediately shut off his power. As already stated, the distance which his car would have to go between the time when he first knew that the front wheel had taken the switch, and the time when the front of the platform would be in a position to foul a car on the other track, would not probably exceed 10 feet. Going at a slow speed, it would, however, be possible to stop a car within this distance, provided the power was shut off and the brake applied instantly.

Experiments made by the Board with regard to the stopping power of brakes on electric cars (see Report for 1891, pp. 238–241) showed the best stop to be in a distance of 22 feet from a speed of 11.2 miles per hour. With the same brake efficiency, the stop from

a speed of 4 miles an hour could be made in considerably less than 10 feet. It must be remembered, however, that there is always a certain loss of time in putting on the brakes and shutting off the power. This loss represents a certain distance, and the proportional effect of the loss is greater the slower the speed. A loss of one second, at a speed of 4 miles an hour, corresponds to a distance of about 6 feet. In the present case, however, the power not being shut off, the car could not be stopped very quickly, and it is not necessary to consider further the stopping power of the brakes.

It may be asked whether, in order to avert sudden accident, a motorman should not also reverse his motor. The motorman in this case testified that his instructions were to reverse the motor only in case of imminent danger.

Upon this point, Professor Swain, the Engineer of the Board, who has materially assisted in the investigation of the case, and from whose report to the Board this report is mainly condensed, says : —
“ The objections to reversing are the danger of blowing out the fuse, or of injuring the gear ; and it is only in case of danger that the risk of disabling the car in this way is allowed. It appears to be the general impression, however, that a car might be stopped more quickly by reversing the wheels than by simply applying the brakes. Experiments to test this would be instructive, but they have not been made, to my knowledge. However, the experiments of Capt. Douglass Galton on brakes for railroad trains, made in England in 1878, show that when a wheel slides, its friction is much reduced. As the brake pressure is increased, the greatest friction or retarding effect occurs just before the pressure is sufficient to skid the wheels and make them slide on the rails. When they commence to slide, there is a sudden and great diminution of the retarding force.

“ The effect of reversing the motor suddenly would very likely be to disable it at once. In this case, no effect in stopping the car would be exercised. If the reversion of the current did not disable the motor, it would have the effect of putting a brake on the armature, and if the current were sufficient would, sooner or later, turn the wheels in the other direction ; that is, force them to slide upon the rails. If the brakes and the motorman are powerful enough to slide the wheels upon the rails, and the brakes can be applied without appreciable loss of time, then the greatest retardation and the quickest stop can be made with the brakes alone without reversing. If the motorman were not able to slide the wheels with the brakes, whether owing to lack of physical strength, too small leverage on the brakes, or excessive weight in the car, then reversing the current, if it did not disable the motor, would increase the retarding force until the wheels began to slide ; but, considering the probability of the motor

being disabled at once, together with the fact that if the wheels did slide the retardation would be much diminished, I believe it is somewhat doubtful whether, if the brakes are properly designed, anything could as a rule be gained by reversing.

“I have watched electric cars, and have sometimes seen the brakes skid the wheels, but whether they can do so as a general thing I am not able to say. I would suggest the desirability of experimenting upon this point, and of inquiring into the braking power of electric cars, with reference to the leverage and the necessary power at the handle which is requisite to produce the best effect. In steam railroad cars, the braking power, being applied mechanically, and being therefore always approximately the same (with the same air pressure), is proportioned for the weight of the empty car, because if it were greater the wheels would be slid and therefore injured if the car were unloaded. In electric cars, the power exerted at the handle is applied by the motorman, and is not always even approximately the same. One motorman may be able to skid the wheels and another may be far from able to do so, thus increasing the complexity of the problem.

“The rule of the West End Company in regard to reversing reads thus: ‘The use of the reversing handle when the car is under headway forward, except to prevent accident, is positively forbidden.’ If, as the General Manager states, the brakes are sufficient to skid the wheels when operated by an ordinary motorman, they are able to produce the maximum retardation without other means. In this case to reverse would do little good, and might do harm. However, until experiments shed more light upon the subject, I hardly think that it is advisable to recommend any alteration of the rule.”

For the Board,

JOHN E. SANFORD,

Chairman.

APRIL 4, 1892.

REPORT OF PROF. GEORGE F. SWAIN, BRIDGE ENGINEER, ON THE BRIDGE ACCIDENT ON THE FITCHBURG RAILROAD, FEBRUARY 11, 1892.

The Massachusetts Board of Railroad Commissioners,

Hon. JOHN E. SANFORD, *Chairman.*

GENTLEMEN:—I beg leave to submit to you the following report regarding the accident which occurred near Ayer Junction, on the Fitchburg Railroad, at about 7.30 A.M., February 11th, 1892.

At half-past six o'clock on that day, the east-bound freight train No. 295 left East Fitchburg. The train consisted, according to the

conductor's report, of 26 cars beside the caboose, heavily loaded, principally with beef and provisions. There were on the train the conductor, engineer, fireman, and three brakemen; one brakeman being near the head of the train, another near the middle, and the third near the rear end. Between Fitchburg and Ayer Junction there is a considerable down grade going east, and the train proceeded as usual down this grade, running largely without steam. When it passed Shirley it was running at a speed of from 20 to 25 miles per hour, according to the estimate of the engineer. From Shirley to Ayer Junction is 3.52 miles, and 1.2 miles west of Ayer Junction is bridge numbered 15, which is a deck plate-girder bridge of two spans, over the Nashua river. As the train approached this bridge, the brakemen began to put on the brakes, since the engine was running without steam, and the train was approaching Ayer Junction. The brakes on the train were hand brakes, and although some of the cars may have been fitted with air brakes, they were not arranged so as to be in operation. When the engine was on the bridge, the fireman said to the engineer that the train had broken apart, and the latter whistled for brakes. Before this, however, he had felt that some brakes had been put on towards the rear of the train, and the slack taken up. After brakes had been whistled for, the fireman saw that an accident had happened, and the engineer put on his vacuum engine brake, reversed his engine, and applied sand. He quickly stopped the engine, and then discovered that all but the first four cars, which were still attached to the engine, had been wrecked, and that most of them had gone into the river. The bridge under the east-bound track was also a total wreck, and was in the river. The middle brakeman was on one of the cars which, although wrecked, got across the bridge, and he sustained but very slight injuries. The conductor was on one of the cars that went into the river, and he was killed. The rear brakeman was thrown from the train, back of the bridge, and somewhat injured, but not enough to prevent his going back to protect the rear of the train.

The accident was therefore a bridge accident. It occurred at a bridge, and involved the total wreck of the bridge. Before going farther, therefore, the construction of the bridge should be described, together with its condition after the accident.

As already stated, the bridge was a deck plate-girder bridge of two spans, resting upon substantial stone abutments at each end, and a solid stone pier in the middle. There were two girders under each track, in each span, so that there were eight girders in all, the spans being discontinuous, that is, entirely disconnected from each other. The iron work was built in 1881 by the Edge Moor Bridge Company of Edge Moor, Del., one of the best bridge-building concerns in the

United States. The girders were substantial, and firmly braced together under each track, and the stresses, in main parts and in details, were so low as to be unquestionably safe. No fault had ever been found with the strength of the bridge, and no question of any kind raised regarding it, either by the engineer of the road or by myself.

The floor consisted of hard pine ties 8 by 8 inches in cross-section, and 11 feet long: and these ties were notched over the flanges of the girders, the depth of the notch varying according to the number of plates in the flange. There was no connection between the ties and girders except that the ties were held in place by the notches. The ties were 6 inches apart in the clear, and were held in position by guard timbers of hard pine 5 by 8 inches, two for each track, notched 1 inch over ties, and bolted to every fifth or sixth tie by a $\frac{3}{4}$ -inch bolt. These guard timbers were outside of the track rails, their inside edges being from 9 to 11 inches from the rail head. There were no inside iron guard rails, but from the ends of the outside guard timbers one length (about 25 feet) of flaring rail was extended beyond the abutments. On the east-bound track, these guard rails flared so that at their ends they were about $16\frac{1}{2}$ and $18\frac{1}{2}$ inches from the track rails, in the clear, on the north and south sides of the track respectively. As will be seen from the foregoing description, the ties were separate on the two tracks, that is, they did not extend continuously under both tracks or over all four girders; on the contrary, since the tracks are 12 feet apart from centre to centre, and the ties were 11 feet long, there was an open space 1 foot wide, from end to end of the bridge, between the ties on one track and those on the other track.

After the accident, only one of the four separate spans composing the bridge was found uninjured, namely, the west span under the west-bound track. The east span under the east-bound track was completely removed from its supports, and was in the river; moreover, the two girders composing this span were completely separated, the lateral and cross bracing connecting them having been entirely cut through, in such a way as to indicate that something had got in between these two girders and cut off all the connections, bending them all in the same direction. The west span under the east-bound track was still resting on the abutment at its west end, but its other end had been removed from the pier and was lying in the river; the girders were considerably bent, but the connections between them had not been broken except in a few places. The east span under the west-bound track was bent towards the north so much as to be entirely unsafe, and the south ends of the ties had been pushed up towards the east. The wreck on the other track had probably caused a car to strike this span, bending it out of shape; and a

car had probably scraped along the ends of its ties. The other span, as stated, was uninjured. The cars in the river were all in the east span, under and to the south of the east-bound track.

The Cause of the Accident.

The primary cause of the accident was a broken wheel, and the consequent derailment of one of the cars. This wheel was apparently on the fifth car, which was loaded with bark, and belonged to the W. N. Y. & P. Railroad. The wheel was found after the accident, and is preserved at the office of the company. It is a cast iron wheel marked "Bass. Ft. Wayne," "11.26.88," besides some other marks which it is not necessary to give. It is very badly broken, the whole tread being gone for a distance of about 32 inches along the circumference, and the flange being broken off for over half the circumference. The wheel broke apparently some time before the car reached the bridge. Two fragments of it which fit exactly into the break, but do not fill it entirely, were picked up, one of them west of Shirley or about 3 miles back from the scene of the accident. The condition that the wheel was in when it reached the bridge, and how much it was broken during the accident, cannot of course be stated.

There is evidence, however, that something besides the wheel was broken, for the officers of the company inform me that as the train passed the section house near Shirley, a piece of the brake gear was thrown out from the train and struck the section house. This piece was picked up and preserved. A badly broken wheel would be very likely to break some of the brake gear attached to it, and it seems very reasonable to suppose that in this case the brake gear was broken on account of the wheel being broken. I examined the wheel very carefully a few days after the accident, and have examined it several times since. The tread of the wheel shows near the break a flat spot where it had been slid. The fractures show generally good material and a good chill, but at one point the break was through the flat spot and the fracture shows a different appearance, probably the result of the sliding.

So far as the wheel is concerned, the question arises whether it was properly inspected by the Fitchburg Railroad Company, and whether it contained flaws which should have been discovered. It seems probable that the wheel did contain a flaw or crack at the time it was last inspected, but the extent of this defect, and the question whether or not it was sufficiently extensive or obvious to have been detected, even by a careful inspection, must remain matters of conjecture. When a wheel is as badly broken as this one, and when it has passed through such an ordeal and has lain in a wreck for some hours, besides being covered with dirt and oil, it is clearly impossible to

ascertain what the precise condition of that wheel was some hours before the accident.

Mr. Adams informs me that all foreign cars coming upon his road are inspected when delivered to the company at Rotterdam Junction, and that they are also inspected at other points along the line, including East Fitchburg. Unless overlooked, therefore, this car (No. 753, W. N. Y. & P.) must have been inspected early on the morning of the accident. It is not a difficult matter to overlook a small crack in a wheel, especially when the wheel is covered with grease and oil, and in the early morning in winter; and I am not prepared to make any statement which would attach any blame to the company in the matter of inspection. Tapping the wheel with a hammer will not, as is sometimes supposed, infallibly indicate a defective wheel. The matter of inspecting wheels was referred to at some length by your Board in its report upon the accident at Bradford on the Boston & Maine Railroad. (See 20th Annual Report, January, 1889, page 183.) Mr. Theodore N. Ely, general superintendent of motive power of the Pennsylvania Railroad Company, wrote the following with regard to this matter:—

“Inspectors very generally tap wheels with a hammer when looking over the cars, but we do not regard this as of much value, as it really determines nothing.

“Cracked wheels cannot well be discovered in this way, and unless the crack is long enough to be seen, a wheel with cracked brackets or treads, or small cracks between the plates, will generally give a clear sound when struck with a hammer.

“It would be a very difficult matter to find a lot of cast-iron wheels taken promiscuously which would give forth the same sound when struck with a hammer, varying as it will with the hardness and density of the metal.

“A wheel which gives a very sharp ringing sound would, generally speaking, be open to the suspicion of being too hard for safety.

“Nearly all the cracked wheels removed from cars in service are taken out while the wheels are comparatively warm, due to the action of the brakes, and, while in this condition, the cracks are easily located.”

As long as railroads are run, wheels will occasionally crack while in service, and cracked wheels will, under unfavorable circumstances, continue to occasionally escape even the most careful inspection.

An examination of the track west of the scene of the accident, shows some indications that a car was off the track, but, as the ground was frozen and covered with snow, the marks are not as plain as they otherwise would be. On a small culvert about 1,000 feet back, there are clear marks on the ties, and at other places between

this point and the bridge there are similar marks, but they only show for short distances. At some places the marks are 20 or 21 inches from the rail.

The strength of the bridge having been such that it could not break down under the train from inherent weakness, it follows that the train must have *carried* the bridge down, owing to the derailment. The contingency of a train being off the track, however, is one which a bridge should be designed, so far as possible, to meet. Bridge engineers to-day endeavor to design bridges in such a way that even a derailed train may be safely carried across. This consideration affects principally the design of the floor, which should be so constructed that a derailed truck will not break through it, will not be twisted, and will not be allowed to get far enough from the track to strike the trusses of a through bridge, or to fall off the ties. This bridge did not safely carry a derailed train, and to that extent it failed to fulfil the requirements which are aimed at, and which engineers believe can be fulfilled in many if not in most cases.

Just how this bridge was carried down will never be known. It seemed to me, at first, that the derailed car might have got in between the two tracks, in the space a foot wide between the ties, and that in this way it might have forced the girders under the east-bound track toward the south, at the same time bending out the girders and bunching the ties under the other track. This theory, however, will not account for the condition in which the bridge was found, or explain the facts that the bracing between the two girders under the east span of the east-bound track was broken, and that the connections as well as the web stiffeners were all bent in the same direction. The only reasonable explanation of the occurrence, it seems to me, is that the ties were broken through, letting the derailed truck in between the two girders of the span referred to, rupturing the lateral and cross bracing, and carrying away the girders. It is possible to imagine that the girders of the west span might have been in some way forced from the pier by the cars in front, although it is impossible to form any very definite conception of the precise way in which this took place.

It remains to consider the manner in which the train could have broken through the floor of the bridge. With regard to this, it is probable that if the flaring guard rails had caught and brought back the derailed wheels, they would have passed safely over the bridge. That they did not pass safely over the bridge implies, with a high degree of probability, that the guard rails did not do the duty that was expected of them; and this probability is strengthened by the fact that the marks on the ties indicate that at one point, at least, the derailed wheel was 20 inches from the track rail, while the guard

rail on this side was not over $18\frac{1}{2}$ inches from the track rail. In other words, it seems possible if not probable that the derailed truck passed outside the flaring guard rail; in this position it could much more easily break through the floor than if one wheel were confined by the outside rail close to the track rail.

Your Board has on many occasions called attention to the principles involved in the design of bridge floors so that they may, as far as possible, be safe in case of derailment; and you have recommended the use not only of a close and substantial floor, but of inside guard rails, brought to a point in the centre of the track. I have also called your attention to the fact that if these are supplemented with one length of outside guard rail, slightly overlapping the point of the inside rails, the one objection to inside rails may be obviated, and the advantages of outside rails also attained. I need not refer to the arguments that are adduced to show that inside guard rails are better than outside guard rails — such as the fact that the former tend to twist the truck into its proper position instead of out of it, that they act on the flange of the wheel instead of on the other side, etc. The only objection to them is that if a wheel is derailed by *more than half the gauge*, it will go on the wrong side of the point, and be carried still farther off the track instead of being brought back. This will only happen when the wheel is more than (say) 28 inches off the track, a circumstance which is no doubt very rare, and which apparently did not occur in the present case. Inside guard rails would provide for a derailment of 28 inches either way. The outside guard rails in the present case provided for a derailment of (say) 19 inches in one direction and of 21 inches in the other direction. They were not as efficient in their operation as inside guard rails, nor did they provide for as wide a derailment as inside guard rails would have provided for. It cannot, of course, be stated with certainty that inside guard rails would have prevented this accident, since, with a badly broken wheel, it may sometimes happen that no guard rails would be effective. It seems very possible, however, that inside guard rails *might* have carried the train over safely. At all events, they would have been more effective than the outside rails which were there.

Before presenting summarily the conclusions at which I have arrived in studying this accident, I may say that it was a matter of great surprise to me and to every engineer with whom I have talked regarding it, that a plate-girder bridge could be completely wrecked in this way. The case differs from any other that has ever come under my observation. Probably 99 engineers out of 100 would have doubted, before it happened, that a deck plate-girder constructed as this one was, could be entirely demolished by a derailed train. It is

easy to see how such a train might run off the bridge, or break through the floor and bunch the ties ; but that it could carry the bridge entirely from its supports and let a whole train into the river is certainly surprising. This report has abundantly indicated that much of what really took place is involved in doubt, and that many points can only be surmised. One of the most inexplicable matters is the absence of marks on the ties back of the bridge. Generally the course of a derailed wheel can be traced continuously along the track on almost every tie. How a wheel as badly broken as this one apparently was, could have run along on the ties so far and leave so slight traces of itself is very remarkable, notwithstanding the frozen condition of the ground and the presence of snow. An accident like this is extremely rare, and without more definite knowledge as to what actually did take place than it has been possible to obtain, all conclusions must be largely hypothetical. It a source of regret and of dissatisfaction not to be able to arrive at a closer knowledge of what occurred and why it occurred. The one person who might have been able to throw some light on the occurrence, namely, the conductor, who was at about the middle of the train, was killed, as already stated. Nevertheless, the following conclusions, which appear to follow from the accident, may be stated as definitely as the case will admit : —

First, the primary cause of the accident was a derailed truck, which became derailed owing to a badly broken wheel, and which ran for some distance on the ties before it reached the bridge.

Second, the bridge was of good construction and of ample strength. It did not collapse through weakness, but fell owing to the train breaking through the floor and forcing the girders apart and from their supports.

Third, this accident adds another to the list of those due to broken wheels. It is probable in this case that the wheel had a crack or flaw when it was last inspected, but whether this should have been detected is a matter of doubt, and the evidence on hand is not sufficient to warrant any statement which would attach blame to the railroad company in the matter of inspection. Wheels break under cars every day. The breakage of this wheel led to serious consequences and great loss, but there is room for much doubt whether reasonably close inspection in the early morning with the car on the track would have disclosed any flaw which might have existed. The accident shows once more the necessity for great care and thoroughness in the manufacture of wheels, in testing and examining them before they are put into service, and in inspecting them while in use. It should be stated that this wheel, having been made in the winter of 1888, had already been in use over three years, and if its daily mileage was

up to the average for freight cars, its life had already been longer than that of most cast iron wheels.

Fourth, the floor of the bridge was of good construction and ample strength. It conformed to the recommendations of the Board in all points except that outside guard rails were used instead of the inside guard rails which the Board recommends. These outside guard rails were not properly constructed ; they did not flare sufficiently to provide for a derailment of more than about 20 inches, and they failed to do what they were expected to do. It seems probable, though not certain, that proper inside guard rails would have prevented this accident. I believe that the guard rails of the Fitchburg Railroad will not in all cases do their work, and that steps should be taken to change and improve them ; and I urge the adoption of the inside guard rails recommended by the Board, supplemented by one length of outside guard rails extending beyond the point of the inside guard rails (See 20th Annual Report, January, 1889, p. 37).

Respectfully submitted,

GEORGE F. SWAIN.

APRIL 5, 1892.

[B.]

RELOCATION OF PASSENGER STATIONS.

RELOCATION OF PASSENGER STATIONS IN THE TOWN OF BROOKLINE.

Petition of the Boston & Albany Railroad Company for approval of a proposed relocation of the “Longwood” and “Chapel” passenger stations on the line of its branch or “circuit” road in the town of Brookline.

Petition filed April 2, 1892. Hearings April 6 and 21, and May 2 and 3. The Board took a view April 26.

Samuel Hoar, Esq., counsel for petitioner, and Charles P. Greenough, Esq., for remonstrants.

The petition sets forth that it is desired to relocate the two stations in question “by uniting the same in one station, to be situated on the same side of the railroad as said stations are now situated, and at a point between the present locations of said stations.”

Section 157 of chapter 112 of the Public Statutes, under which this petition is brought, authorizes a railroad corporation to *re-locate* its passenger stations with the approval in writing of this Board and of the city council of the city or the selectmen of the town in which the stations are situated. Section 156 of the same chapter prohibits the *abandonment* by a railroad corporation of a passenger station which it has maintained for five consecutive years. Chapel station has been established where it now is for about thirty years, and Longwood station for more than forty years.

It was argued on behalf of the remonstrants, that, upon the proper construction of the sections above cited, the two stations, having been in existence for more than five years, cannot now lawfully be relocated by uniting them in one station, because, it is said, this necessarily involves the abandonment of one of the stations in violation of the provisions of section 156; and it was urged that the Board should withhold its approval of such proposed relocation on this ground.

The legal question thus raised has not been decided by the courts, and it is not the province of this Board to determine it. The Board has no general jurisdiction to order or compel the relocation of railroad stations, and is not asked to do so in the present case. The proposition to relocate originates with the railroad corporation. The

only question which the statute refers to the judgment of this Board, and which it now has to consider, is whether, having due regard to the public convenience and to all the interests involved, the proposed relocation is on the whole desirable. If the Board is satisfied that it is so, it seems to be its duty to signify its approval, — leaving to the decision of the proper tribunal the novel question of legal construction which is raised by the remonstrants, and which affects the rights of the railroad corporation rather than the powers of this Board.

The Longwood and Chapel stations, as now located, are 1,457 feet apart, or a trifle more than a quarter of a mile. No instance was cited at the hearings of suburban stations on other railroad lines less than half a mile apart. A greater distance than that is not unusual even in the most thickly populated districts.

Both of the present station buildings are old, small, unsightly, and deficient in conveniences. The situation of the Longwood station could hardly be worse. It stands in an angle of the crossing of the railroad and Longwood Avenue. The avenue crosses the railroad by an overhead bridge. The station, standing on the lower railroad level, is reached only by descending a flight of stairs, and is inaccessible to carriages. The nearest and most convenient point to which this station can be moved, and have an approach of proper grade, is a point between the two stations, five hundred and ninety-seven feet east of Longwood station, and eight hundred and sixty feet west of Chapel station. It is proposed to relocate and unite the two stations at this point. The railroad company agrees to build here a new and commodious station of stone, with convenient and ample approaches for foot passengers and vehicles from both directions, at an estimated cost of twenty-eight thousand dollars.

The only inconvenience resulting from the change will be that many of those who use the present stations will have to walk or drive from five hundred and ninety-seven to eight hundred and sixty feet farther to reach the new station. No very serious objection is made to moving the Longwood station. The chief opposition comes from persons residing or owning land and buildings near the present Chapel station. Any change in the location of a station must work some inconvenience to some persons. The change in this case is not, however, so great that any who use the present Chapel station can be said to be deprived of a station, or compelled to go an unusual or unreasonable distance to reach the new station; and the improvements and public benefits directly and indirectly involved in the plans for the new station and its approaches are so many, that no permanent injurious effect on the market or rental values of property adjacent to the present stations is reasonably to be anticipated.

The use of both stations, especially the Chapel station, and the

consequent reasonableness of the demand for two stations so near together, are very much less since the opening of the electric railway on Beacon Street. Chapel station is only about seven hundred and fifty feet from the line of Beacon Street. The passenger travel and net revenue from Chapel station have diminished more than one-half, and from Longwood station nearly one-half, in the last five years.

The convenience of the much larger number of persons who travel on the circuit line of railroad, and who use neither of the stations in question, is also to be considered. More than forty trains now stop daily at both stations. Two stops within the distance of a quarter of a mile involve in the aggregate a serious loss of time and inconvenience to the travelling public.

As indicative of the public feeling on the question, it may be stated that one hundred and six persons, with few exceptions residing or owning property in the immediate vicinity of the present stations, have remonstrated against the proposed relocation; and three hundred and sixty residents of Brookline, and seven hundred and forty-seven persons who use the circuit line of railroad, have petitioned the Board to approve it. The fact that the five selectmen of Brookline have unanimously approved the plan of relocation, though not of itself entitled to weight in determining the judgment of this Board, may also be taken as an indication of the general opinion of the people of the town in regard to its expediency.

Upon a balancing of all the considerations for and against the proposed relocation and union of the two stations, the Board is of the opinion that it ought to give its approval.*

For the Board,

JOHN E. SANFORD,

Chairman.

MAY 9, 1892.

Ordered, That the Board hereby approves the proposed relocation of the Longwood and Chapel stations on the circuit line of the Boston & Albany Railroad Company in the town of Brookline, as set forth in the petition of said company filed with this Board April 2, 1892, and shown with the approaches to the proposed new station on a plan filed with said petition, dated March, 1892, and signed by Walter Shepard, assistant engineer, according to which plan the

* After the issue of the order of approval, a petition for a writ of *certiorari* was filed in the Supreme Judicial Court, which, in a recent decision not yet published, has sustained the relocation and consolidation of the two stations in the manner above described. *Cunningham et al. v. Railroad Commissioners*, 157 Mass. .

Longwood station is to be moved about five hundred and ninety-seven feet easterly, and the Chapel station about eight hundred and sixty feet westerly, and both stations united in one station as shown on said plan.

RELOCATION OF STATION IN MARLBOROUGH.

On the petition of the Fitchburg Railroad Company, after a public hearing and an examination of the maps and plans submitted, and no one appearing to object, it was

Ordered, That the Board hereby consents to the relocation of the passenger station of said company in Marlborough, at the junction of Lincoln and Mechanic streets, as approved by the city council of Marlborough, and shown on a plan filed with the petition.

[C.]

TRAIN ACCOMMODATIONS AND FARES.

WORKINGMEN'S TRAINS AND REDUCTION OF FARES ON THE BOSTON, REVERE BEACH & LYNN RAILROAD BETWEEN WINTHROP AND BOSTON.

Petition of Charles O. Wheeler and two hundred and one other residents of Winthrop for a workingmen's train on the Boston, Revere Beach & Lynn Railroad between Winthrop and Boston, as provided in section 183 of chapter 112 of the Public Statutes.

Petition of William R. Comer and one hundred and nine other residents of Winthrop for a reduction of fares on the Boston, Revere Beach & Lynn Railroad to points in that town.

The first of these petitions was filed February 8, 1892, and notice given for a hearing on the 25th of that month. Upon opening the case for the petitioners, it appeared that there was also a movement in favor of a general reduction of fares between Winthrop and Boston, and that a petition for such reduction would shortly be presented to the Board.

With a view to considering both petitions at the same time, it was decided to postpone the further hearing on the first petition to a future day to be fixed and notified by the Board.

The second petition, asking for a general reduction of fares, was filed March 15, 1892, and notice was thereupon given to all the parties that a hearing would be had on both petitions on the 23d of that month.

Mr. Charles O. Wheeler represented the petitioners for a workingmen's train, Mr. William R. Comer those for a general reduction of fares, and Melvin O. Adams, Esq., president of the railroad company, appeared in its behalf on both petitions.

It was announced at this hearing that the railroad company, since the previous hearing, had voluntarily determined to put on a workingmen's train, and had issued notices to that effect. Commencing April 1, 1892, this train was to leave Winthrop for Boston at 6.05 A.M., and Boston for Winthrop at 6.30 P.M. Three-months tickets were to be sold for nine dollars, good only on the above trains on week days.

It was admitted by the petitioners that the above action of the railroad company was a compliance with the law regarding workingmen's

trains, and they expressed themselves as satisfied with the three-months rate of fare. They thought, however, that people depending on their earnings would find it inconvenient to pay nine dollars in advance for the purchase of a three-months ticket, and that it was desirable that the company should issue a twelve-ride ticket good on the workingmen's train for seventy-five cents.

There is force in this suggestion; but, inasmuch as the railroad company has voluntarily met the request of the petitioners for a workingmen's train, and has complied with the requirements of the statute relating to such trains, the Board does not deem it advisable at present to recommend further concessions in this direction.

Upon the petition for a general reduction of fares, it was urged that the railroad company ought to sell monthly tickets between Boston and stations in Winthrop, an average distance of about six miles, for \$4.50, and ten-ride tickets for \$1.00, or one hundred-ride tickets for \$10.00. No change was asked in the fare for a single ride, which is twenty cents.

A request for the above rates had been made to the directors of the railroad company in December last. At that time the rate for a monthly ticket was \$5.50, and for a ten-ride ticket \$1.30. On the first of February last the directors reduced these rates to \$5.00 and \$1.15 respectively. One-half of the desired reduction had thus been already conceded. The petitioners contended that the other half ought also to be granted them.

On July 1, 1891, the Boston, Winthrop & Shore Railroad Company, owning the Winthrop Branch, was consolidated with the Boston, Revere Beach & Lynn Railroad Company. Prior to the consolidation, the evidence tended to show that the earnings of the Winthrop Branch had been less than expenses and interest.

The train service between Winthrop and Boston, especially in the matter of through trains, has been largely increased in recent years. The present accommodations seem to be liberal, and no just complaint in that regard is made.

There have also been considerable reductions from time to time in the rates of fare; but the fares to and from Winthrop are still somewhat higher than the average on other steam railroads for corresponding distances from Boston. Some allowance should perhaps be made in favor of a short local road, in comparing its rates with those of the longer trunk lines which have both a local and a through business. It may also be taken into account that the fares between Boston and Winthrop include the carriage of passengers for the distance of nearly a mile by ferry, at a cost considerably larger than for the same distance by rail.

The town of Winthrop has many attractions both for summer and permanent residence. It cannot be doubted that the railroad company will find it in the long run for its own interest to encourage the growth of population and the more rapid development of the town by the inducement of cheap fares to and from Boston.

It is now less than a year since the consolidation of the two roads took place, and the effect upon the economy and net results of operation does not as yet fully appear. In the mean time the directors have met half-way the request of the petitioners for lower fares. It seems to the Board to be proper to await the results of the change in the organization of the roads, and of the recent reduction of fares, before recommending a further reduction.

For the Board,

JOHN E. SANFORD,

Chairman.

APRIL 1, 1892.

[D.]

GRADE CROSSINGS.

SOUTHBRIDGE, STURBRIDGE & BROOKFIELD RAILROAD CROSSINGS.

On the petition of the Southbridge, Sturbridge & Brookfield Railroad Company,

Ordered, That the consent of the Board is hereby given for the construction of the Southbridge, Sturbridge & Brookfield Railroad across the following highways and other ways, in the towns of Sturbridge and Southbridge, at a level therewith, as the county commissioners of Worcester County have, by their decree of June 14, 1892, adjudged that the public necessity requires : —

In the town of Sturbridge : —

1. A way leading from the Sturbridge and Brookfield road to the Holden place, so called.
2. A cross road leading from said Sturbridge and Brookfield road to Fiskdale.
3. The Union road, so called, leading by the Town Farm.

In the town of Southbridge : —

1. Pleasant Street in Globe Village.
2. Mill Street in Globe Village.

In respect to said Pleasant and Mill streets in the town of Southbridge, consent is given on the express condition that the corporation owning or operating said railroad shall erect and maintain gates across said streets, and shall station an agent to open and close such gates whenever an engine or train passes.

Consent is refused for crossing at a level therewith the Old Cross road, in the town of Sturbridge, leading from the Corey place, so called, toward Westville.

By order of the Board,

WM. A. CRAFTS,

Clerk.

JULY 1, 1892.

TRACKS ACROSS CHELSEA BRIDGE.

Ordered, After due public notice and a hearing of the parties interested, that the consent of the Board be and the same is hereby given to the laying and maintenance by the Boston & Lowell Railroad Corporation, its successors and assigns, of ten temporary railroad tracks at grade across Chelsea Bridge and Chelsea Bridge Avenue, in addition to those which were already laid on the sixteenth day of May, 1887, the same to be located as drawn in red on a plan showing proposed tracks, etc., at Mystic wharf, made by H. Bissell, chief engineer Boston & Maine Railroad, July, 1892, on file in the office of the Board; but upon the following conditions, limitations and restrictions, subject to which this consent is expressly given:—

1. At the same time with the laying of said ten tracks, five of the seven tracks previously existing shall be removed, so that the number of railroad tracks crossing said bridge and avenue at grade shall at no time exceed twelve in all. The five tracks to be so removed are shown in green on said plan.

2. Said corporation, its successors and assigns, shall erect and maintain such gates, and station such flagmen, at the crossings aforesaid, or any of them, in addition to those now required, as the Board from time to time orders or requests in writing, and under such regulations as the Board from time to time prescribes.

3. The consent hereby given is limited to and shall terminate on the thirtieth day of June, 1894, after which day said corporation, its successors and assigns, shall have no right by virtue of this consent to lay or maintain any railroad tracks at grade across said bridge or avenue, in addition to or other than those which were already laid on May 16, 1887.

Attest: WM. A. CRAFTS,

Clerk.

DECEMBER 1, 1892.

PLYMOUTH & MIDDLEBOROUGH RAILROAD CROSSINGS.

On the petition of the Plymouth & Middleborough Railroad Company,

Ordered, That the consent of the Board is hereby given for the construction of the Plymouth & Middleborough Railroad across Lothrop Street, in Plymouth, and Brook Street and Raven Street, in Middleborough, at a level therewith, as the county commissioners of

Plymouth County have, by their decree of June 2, 1891, adjudged that public necessity requires.

Attest: WM. A. CRAFTS,

DECEMBER 8, 1892.

Clerk.

[The foregoing order is in confirmation of an order adopted May 29, 1891 (see last Annual Report, pp. 33, 177), the county commissioners having issued a later decree relative to the crossings in question.]

MAIN STREET CROSSING AT HYANNIS.

On the application of the county commissioners of Barnstable County,

Ordered, That the Board hereby consents to the widening of Main Street in the village of Hyannis, town of Barnstable, across the tracks of the Old Colony Railroad, as the county commissioners of Barnstable County have adjudged the same to be necessary, and as shown on a "Plan showing the widening of Main Street, Hyannis," dated November, 1892, and on file in the office of said county commissioners.

Attest: WM. A. CRAFTS,

DECEMBER 9, 1892.

Clerk.

GRADE CROSSINGS OF PUBLIC WAYS BY RAILROAD TRACKS FOR PRIVATE USE.

The Board after due notice and public hearings, consented to the laying of railroad tracks for private use across public ways at a level therewith in the following cases, such crossings having first been authorized by the selectmen of the town or the mayor and aldermen of the city and the county commissioners of the county in which they are situated:—

On the petition of the Foster Machine Company, a track across three public ways in the town of Westfield, viz.: Broad Street, South Broad Street and the Meadow Road.

On the petition of Arthur W. Blake, a temporary track across the public way known as Sumner Road, in the town of Brookline.

On the petition of the Mittineague Paper Company, a track across Bridge Street, in the town of West Springfield.

On the petition of the Boston & Albany Railroad Company, a track for temporary use across Longwood Avenue and Brookline Avenue, in the city of Boston.

FARM CROSSINGS OF NEW YORK & NEW ENGLAND RAILROAD IN
FRANKLIN.

Upon the petition of Mancy M. Daniels, setting forth that he is the owner of certain lands in the town of Franklin, and that he is cut off from access to the same by the laying out of a certain railroad now leased to and operated by the New York & New England Railroad Company ;

It appearing to the Board, after due notice to the parties in interest and a hearing under the rules adopted by the Board for proceedings in such cases, that said petitioner is cut off from access to his said lands as aforesaid, and that no compensation has been paid by the company owning or operating said railroad for cutting off access to said lands, or agreement made relative thereto ;

Now, therefore, the Board, pursuant to the provisions of chapter 171 of the Acts of 1892, hereby orders a crossing to be made and maintained, by and at the expense of said New York & New England Railroad Company, whereby said petitioner shall have access to his said lands ; said crossing to be on a level with said railroad, and constructed by the use of plank, timber or otherwise, so as to secure a safe and easy passage across the tracks and location of said railroad ; said crossing to be located at the place where a crossing giving access to said lands was heretofore maintained by said railroad company, and to be maintained as aforesaid so that it may be used for such access from April 1 to November 30, inclusive, in each year. And said railroad company is to make or allow to be made convenient openings for gates or bars in the fences on each side of said railroad at said crossing.

And the said petitioner, his heirs and assigns, are to build and maintain at their own expense suitable and sufficient gates or bars in said fence openings, and to keep the same closed at all times when not passing through the same, and to be responsible for any loss or injury to said railroad company by reason of negligence in so doing.

By order of the Board,

WM. A. CRAFTS,
Clerk.

JUNE 20, 1892.

Upon the petition of John Sullivan, setting forth that he is the owner of certain lands in the town of Franklin, and that he is cut off from access to the same by the laying out of a certain railroad now leased to and operated by the New York & New England Railroad Company ;

It appearing to the Board, after due notice to the parties in inter-

est and a hearing under the rules adopted by the Board for proceedings in such cases, that said petitioner is cut off from access to his said lands as aforesaid, and that no compensation has been paid by the company owning or operating said railroad for cutting off access to said lands, or agreement made relative thereto ;

Now, therefore, the Board, pursuant to the provisions of chapter 171 of the Acts of 1892, hereby orders a crossing to be made and maintained, by and at the expense of said New York & New England Railroad Company, whereby said petitioner shall have access to his said lands ; said crossing to be on a level with said railroad, and constructed by the use of plank, timber or otherwise, so as to secure a safe and easy passage across the tracks and location of said railroad ; said crossing to be located at the place where a crossing giving access to said lands was heretofore maintained by said railroad company, and to be maintained as aforesaid so that it may be used for such access from April 1 to November 30, inclusive, in each year. And said railroad company is to make or allow to be made convenient openings for gates or bars in the fences on each side of said railroad at said crossing.

And the said petitioner, his heirs and assigns, are to build and maintain at their own expense suitable and sufficient gates or bars in said fence openings, and to keep the same closed at all times when not passing through the same, and to be responsible for any loss or injury to said railroad company by reason of negligence in so doing.

By order of the Board,

WM. A. CRAFTS,
Clerk.

JUNE 20, 1892.

Upon the petition of Susan S. Poor, setting forth that she is the owner of certain lands in the town of Franklin, and that she is cut off from access to the same by the laying out of a certain railroad now leased to and operated by the New York & New England Railroad Company ;

It appearing to the Board, after due notice to the parties in interest and a hearing under the rules adopted by the Board for proceedings in such cases, that said petitioner is cut off from access to her said lands as aforesaid, and that no compensation has been paid by the company owning or operating said railroad for cutting off access to said lands, or agreement made relative thereto ;

Now, therefore, the Board, pursuant to the provisions of chapter 171 of the Acts of 1892, hereby orders a crossing to be made and maintained, by and at the expense of said New York & New Eng-

land Railroad Company, whereby said petitioner shall have access to her said lands ; said crossing to be on a level with said railroad, and constructed by the use of plank, timber or otherwise, so as to secure a safe and easy passage across the tracks and location of said railroad ; said crossing to be located at the place where a crossing giving access to said lands was heretofore maintained by said railroad company, and to be maintained as aforesaid so that it may be used for such access from April 1 to November 30, inclusive, in each year. And said railroad company is to make or allow to be made convenient openings for gates or bars in the fences on each side of said railroad at said crossing.

And the said petitioner, her heirs and assigns, are to build and maintain at their own expense suitable and sufficient gates or bars in said fence openings, and to keep the same closed at all times when not passing through the same, and to be responsible for any loss or injury to said railroad company by reason of negligence in so doing.

By order of the Board,

WM. A. CRAFTS,
Clerk.

JUNE 20, 1892.

WHISTLING OF LOCOMOTIVES AT CERTAIN CROSSINGS IN CONCORD.

Petition of Alonzo Tower and others, inhabitants of the town of Concord, for the regulation or prohibition of the sounding of whistles on the locomotives of the Fitchburg Railroad Company at certain crossings in said town.

Hearing, June 1, 1892. John Adams, general superintendent, for the railroad company.

On the foregoing petition, after notice to the Fitchburg Railroad Company and a public hearing had thereon, the Board, for good cause shown, hereby forbids the sounding of whistles on the locomotives of said company at the Main Street (or Hosmer's) crossing, the Belknap Street crossing and the Sudbury Road Crossing (except when approaching said last-named crossing from the east), in the town of Concord: *provided, however*, that the whistle shall be sounded at said crossings, if, when the engineer comes within view of the same, he is unable to see that the gates are closed or closing, or if for any reason he deems that there is special occasion for whistling.

By order of the Board,

WM. A. CRAFTS,
Clerk.

JUNE 1, 1892.

On the petition of John S. Keyes and others of Concord, after due notice to the Boston & Maine Railroad and a public hearing, it is

Ordered, That the sounding of the whistles of locomotives of the Boston & Maine Railroad as a signal for the crossings of Monument Street and Lowell Street in the town of Concord by the tracks of said railroad is hereby forbidden: *provided, however*, that the whistle shall be sounded for said crossings, if, when the engineer comes within view of the same, he is unable to see that the gates are closed or closing, or if for any reason he deems that there is special occasion for whistling.

Attest: WM. A. CRAFTS,
Clerk.

JULY 9, 1892.

WHISTLING OF LOCOMOTIVES AT CERTAIN CROSSINGS IN WARE.

On the petition of Lewis N. Gilbert and others of Ware, after due notice to the Boston & Maine Railroad and a public hearing, it was

Ordered, That the whistling of locomotives on the Central Massachusetts Railroad, operated by the Boston & Maine Railroad, in the town of Ware, as a crossing signal in approaching Maple Street from the west and the old Warren Road (so-called) from the east, is hereby prohibited: *provided*, that gates shall be maintained at Maple Street and closed upon the passage of every train; it being understood that the old Warren Road has been discontinued as a thoroughfare, and is practically a private way.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 11, 1892.

[E.]

CHANGES OF RAILROAD GRADES.

CHANGE OF GRADE OF RAILROADS IN NORTHAMPTON.

In the matter of the petition of the New Haven & Northampton Company, the New York, New Haven & Hartford Railroad Company, lessee, and the Connecticut River Railroad Company, praying for the consent of this Board to a change of the grade of the railroad of said New Haven and Northampton Company at King Street crossing, by raising the same two feet, and to a change of the grade of the Connecticut River Railroad Company at Lower Pleasant Street, by raising the same two feet, both in Northampton, as provided in the report of Messrs. S. O. Lamb and others, commissioners appointed by the superior court on the petition of the mayor and aldermen of Northampton, and now pending before the superior court for Hampshire County on motion to accept and confirm the same, as by petition on file will more fully appear; after due notice to the city of Northampton, and a public hearing this day, at which the petitioners were heard, and no one appeared to object to the prayer of said petition, and upon full consideration of the premises, it is

Ordered and decreed, That the consent of the Board be and is hereby given for the change of grade of the said railroads, as set forth in the petition.

Attest: WM. A. CRAFTS,

SEPTEMBER 16, 1892.

Clerk.

CHANGE OF GRADE OF BOSTON & MAINE RAILROAD IN SWAMPSCOTT.

On the application of the special commission appointed by the superior court on the alteration of the crossing of Burrill Street by the Boston & Maine Railroad, in the town of Swampscott, after an examination of the report of the commission, it was

Ordered, That the consent of the Board be and the same is hereby given to a change in the grade of the Boston & Maine Railroad where the same intersects Burrill Street, in the town of Swampscott, by raising the grade of the tracks of said railroad six-tenths of a foot at the railroad bridge proposed to be built over said street; such raised grade to return to the present grade within a distance of four hundred feet in each direction, easterly and westerly from said bridge, as set forth in the report of the decision of H. Wardwell and others, commissioners appointed by the superior court, to which report this order is annexed.

Attest: WM. A. CRAFTS,

DECEMBER 5, 1892.

Clerk.

[F.]

STREET RAILWAYS.

PETITION OF THE INTERSTATE STREET RAILWAY COMPANY FOR THE
CONSENT OF THE BOARD TO THE CROSSING OF THE OLD COLONY
RAILROAD COMPANY AT GRADE.

Petition filed March 1, 1892. Hearing assigned and notified for March 9, and continued from time to time, on account of the engagements of counsel, to March 28 and April 5. The Board took a view March 31.

Walter I. Barney, Esq., of Providence, counsel for petitioner, and J. H. Benton, Jr., Esq., for the Old Colony Railroad Company.

The Interstate Street Railway Company is a corporation chartered in the State of Rhode Island. By a statute of this Commonwealth, chapter 399 of the Acts of 1891, it was authorized to extend its tracks and wires across the State line, and to construct and operate an electric street railway in the towns of Attleborough, North Attleborough and Seekonk, subject to the general laws of this State relating to street railways; but with a *proviso* "that the tracks of said corporation shall not cross the tracks of any steam railroad at grade, without the consent of the Board of Railroad Commissioners."

The effect of this clause is to prohibit the grade crossing now in question, unless this Board is satisfied that it ought, in the due exercise of the discretion which the General Court has delegated to it, to take upon itself the responsibility of sanctioning the crossing by its express consent. Such a discretion is to be exercised, and such a responsibility assumed, with extreme care.

The petition as filed asked the consent of the Board to two grade crossings of the Old Colony Railroad in the town of Attleborough, — one on South Main Street in the village of Hebronville, the other on Park Street near the business centre of the town. The Park Street crossing was waived at the hearings.

South Main Street at Hebronville is a part of the old Boston and Providence turnpike, which is the most travelled thoroughfare in that section of the State. The petitioner expects to carry a large number of passengers over its railway on the line of this thoroughfare, and to increase the volume of travel by means of connecting street railways already built or projected on both sides of the State line.

The Providence division of the Old Colony Railroad, which it is desired to cross at Hebronville at grade, is a main line of railroad between Boston and Providence, and an important link in one of the main lines between Boston and New York. It is a double-track road, and there is a third track at the Hebronville crossing for local use. There are run over this crossing each week day, at short intervals, sixty-two passenger and freight trains, forty-one of which are express trains run at a high rate of speed. On Sundays twenty-one trains are run, of which seventeen are express trains. More than one million passengers are carried over this crossing in these trains each twelve months.

No one will question that all crossings of or by railroads at grade are dangerous; that street railways, even when operated by animal power, increase the risks of the ordinary highway crossing; and that the chances of serious disaster to travellers in both street and railroad cars are made still greater by the use of electric power.

In order to justify the crossing of a railroad by an electric street railway at grade, at least in a case where the amount of travel and the consequent hazard are as great as here exist, it is not enough to show that there is a public necessity, however strong, for the electric railway. It must further appear that there is no practicable way by which a grade crossing can be reasonably avoided.

The facts in the present case do not sustain this proposition. The petitioner admits that it can and will, if need be, operate its railway in sections terminating on either side of the railroad, involving a change of cars at that point. By building about three-quarters of a mile more of track, the railway can also make a detour so as to cross the railroad at another point by an existing overhead highway bridge.

But the decisive consideration is the fact that the present grade crossing at Hebronville can be wholly got rid of, without engineering difficulties, and without great or disproportionate damage and expense, by changing the location of the highway at and near the crossing, and carrying the highway over the railroad. It is highly desirable that this be done, as things now are; and the public safety would imperatively demand it, if the electric railway were also allowed to cross at grade.

It would undoubtedly expedite the abolition of this grade crossing if the street railway company were to volunteer to pay an equitable portion of the cost. It could well afford to do so, in its own interest. If it does not incline to do so, it ought not to be allowed to make the crossing so much more dangerous as practically to compel a separation of grades, leaving the State, the town and the rail-

road company to bear the whole burden of the cost, while it reaps a large share of the benefit.

Without referring to other facts and considerations which bear less directly on the question, the Board deems these reasons sufficient for declining to consent to a grade crossing of the railroad by the electric railway.

For the Board,

JOHN E. SANFORD,
Chairman.

APRIL 11, 1892.

PETITION OF THE HULL STREET RAILWAY COMPANY FOR CONSENT OF THE BOARD TO A GRADE CROSSING OF THE OLD COLONY RAILROAD AT NANTASKET BEACH IN THE TOWN OF HULL.

Petition filed April 19, 1892. Hearings May 4 and 13. Views were taken by members of the Board May 9 and 25.

Ambrose Eastman, Esq., counsel for the petitioner, and J. H. Benton, Jr., Esq., for the Old Colony Railroad Company.

The Hull Street Railway Company was chartered by chapter 297 of the Acts of 1887, with power to operate by horse or electric power a street railway in the town of Hull, under the control of the selectmen, as provided by general law, but with a *proviso*, that its tracks should not cross the tracks of the Nantasket Beach (now Old Colony) Railroad Company at grade without the consent of this Board.

About two and one-quarter miles of single-track railway, running south-easterly from the Nantasket steamboat landing to the Cohasset town line, were built and operated by horse power during the last summer season. It is now in contemplation to extend the line from the steamboat landing about two and one-half miles northerly, along a section of the county road known as Nantasket Avenue, to near Point Allerton Hill, and to operate the whole line by electric power. If so extended, the electric railway will cross the steam railroad some six hundred or seven hundred feet north of the steamboat landing. The question is, whether a sufficient exigency is shown for allowing it to cross at grade.

All grade crossings of railroads and other travelled ways are against the public policy of the Commonwealth. By sections 123 and 125 of chapter 112 of the Public Statutes, a railroad and highway are not permitted to cross each other on the same level unless "public necessity" so requires, nor unless "special authority" and "consent" are granted on the ground of such necessity. It is not enough in any such case that the new avenue of travel would be

a public convenience. In order to justify its crossing at grade, a public necessity must be shown; and it has been repeatedly held that the public necessity must be plain, manifest, and urgent.

The same reasons apply with equal or greater force to crossings of steam railroads and electric railways on the same level. It was said in the last report of this Board, that, "of all the dangers at grade crossings, there are none which compare in magnitude with those growing out of the electric car service."

All the facts and arguments submitted in the present case have been carefully considered, and a thorough examination has been made of the place of the proposed crossing and of the territory through which the new line of railway would run. Without going into all the facts and aspects of the case, it is sufficient for the present purpose to inquire whether there is such a public necessity for the extension of the electric railway as to justify its crossing the steam railroad at grade.

Nantasket Avenue, on which it is proposed to build the new line, runs about midway between the shores of the arm of land on which this portion of the town of Hull is situated. The territory which it traverses is mostly flat, and lies as low or lower than the shores on either side. After going a short distance beyond the proposed crossing towards Point Allerton, there are hardly a dozen houses on or adjacent to the avenue the whole length of the projected line. The houses are nearly all built along the shores, at a considerable distance from the avenue. The shores are only partially occupied. Until they have been more fully taken up, it does not seem likely that the low and level inlands, adjacent to the avenue, will be much built upon.

There are some five hundred or six hundred acres of these unoccupied lands, which have been bought up by individuals to be resold in house lots; and the chief motive of the present enterprise is avowedly to create a better market for their sale. The prospective development of private property can hardly be regarded as constituting a present public necessity for a grade crossing. Viewing the railway as part of a scheme of land improvement, it would not be unreasonable to require its projectors to carry it over the railroad on a trestle bridge, which can be done at a cost of some \$3,000 to \$3,500.

The public exigency would also be greater, if there were not already a rail line covering the same route. The locations of the existing steam railroad and the projected electric railway are substantially parallel to each other, with an average distance of some two hundred to three hundred feet apart. The business to be accommodated by either line is almost wholly summer and excursion travel. The steam railroad was built and is operated with special reference to

this travel, and there is no suggestion that it does not afford convenient and adequate facilities for its accommodation. There are run daily during the summer season some twenty-three regular trains, and frequently half a dozen special excursion trains. These trains connect with the boats to and from Boston at both the Nantasket and the Pemberton landings. The railroad stations at and between the termini of the proposed electric railway average less than half a mile apart, and the fares for the whole or any part of the distance do not exceed five cents. These facts are material so far as they bear, and only so far as they bear, upon the degree of the public necessity for the building and maintenance of the new electric line with a crossing at grade.

Upon the whole, the Board is of the opinion that there is not such a public necessity as to justify a consent to the grade crossing asked for.

For the Board,

JOHN E. SANFORD,
Chairman.

MAY 31, 1892.

LYNN & BOSTON RAILROAD COMPANY.

On the petition of the Lynn & Boston Railroad Company for permission, under the provisions of section 4 of chapter 413 of the Acts of 1887, to make underground and surface alterations of certain streets specified in said petition in the cities of Boston, Chelsea and Lynn, and in the towns of Revere, Saugus, Swampscott, Marblehead and Peabody, for the purpose of establishing and maintaining the overhead electric system of motive power ;

It appearing, at a hearing given pursuant to notice on said petition, that said railroad company has obtained the consent of the boards of aldermen of said cities and the selectmen of said towns, respectively, to establish and maintain said overhead electric system of motive power in said cities and towns, and for that purpose to make underground and surface alterations of certain streets therein in which its tracks are located ;

Ordered, That permission is hereby given to said Lynn & Boston Railroad Company to make the following underground and surface alterations of the streets specified in its said petition in the cities of Boston, Chelsea and Lynn, and in the towns of Revere, Saugus, Swampscott, Marblehead and Peabody, respectively ; namely, to erect two lines of poles, one on each side of the street, said poles being either of iron, steel or wood, being set into the ground from five to six feet, and firmly fixed by gravel or cement around them, being not more than sixteen inches in diameter at the surface of the ground, being placed within sixteen inches of the line between the sidewalk

and the driveway, and the poles of the same line being on the average not less than eighty feet from each other: *provided, however,* and this permission is given on the express condition, that no such alteration shall be made in any street in any city or town aforesaid until the permission of its board of aldermen or selectmen has first been duly obtained therefor, nor in any street in which the tracks of said company are not duly located according to law; and said company, in respect to such alterations, shall be subject and shall conform to all conditions, reservations, restrictions and regulations imposed and made by said boards of aldermen or selectmen in granting their permission to make alterations as aforesaid.

Attest: WM. A. CRAFTS,
Clerk.

MAY 18, 1892.

INCREASE OF CAPITAL STOCK AND ISSUE OF MORTGAGE BONDS.

Petition of the Newton Street Railway Company for Increase of Capital Stock.

It appearing that the petitioner had complied with the law relating to such applications, after an examination of the assets and liabilities of the company and the purposes for which the increase is asked, it was

Ordered, That the Newton Street Railway Company is hereby authorized to increase its capital stock by the addition thereto of thirty-five thousand dollars, the cash received therefor to be used for the following purposes, viz., for paying off the floating debt of the company and for procuring new equipment.

DECEMBER 31, 1891.

Petition of the Worcester Consolidated Street Railway Company for Increase of Capital Stock.

It appearing that the petitioner had complied with the law relating to such applications, after an examination of the assets and liabilities of the company and the purposes for which the increase is asked, it was

Ordered, That the Worcester Consolidated Street Railway Company is hereby authorized to increase its capital stock by the addition thereto of three hundred and fifty thousand dollars, the cash received therefor to be used for the following purposes, viz., for the payment of the floating indebtedness of the company, for the purchase of land and construction of buildings, and for additional electric and other equipment of said company's road.

JANUARY 28, 1892.

Petition of the Globe Street Railway Company (of Fall River) for Increase of Capital Stock.

The petitioner having complied with the law relating to such applications, after an examination of the assets and liabilities of the company and the purposes for which the increase is asked, it was

Ordered, That the Globe Street Railway Company is hereby authorized to increase its capital stock by the addition thereto of three hundred and fifty thousand dollars, the cash received therefor to be used for the following purposes, viz., to pay for construction already done and property that has been purchased and not heretofore capitalized; to pay for expenses to be incurred in improving its road-bed and tracks now in operation, and for the construction and equipment of extensions thereof upon locations in Fall River duly granted to the company, but not yet built upon; to pay for equipping the road and all extensions thereof upon locations in the city of Fall River with a system of electric motive power for operating the cars of the company; and for purchasing new cars, apparatus, equipment, real estate and necessary buildings for the company's proper use.

JANUARY 28, 1892.

Petition of the Globe Street Railway Company (of Fall River) for Approval of Issue of Mortgage Bonds.

The petitioner having complied with the law relating to such applications, after a public hearing and an examination of the assets and liabilities of the company and the purposes for which an issue of bonds is proposed, it was

Voted, That the Board hereby approves of the issue of coupon or registered bonds by the Globe Street Railway Company to the amount of seven hundred and fifty thousand dollars, secured by a mortgage of all its property, both real and personal; said bonds to be payable in gold coin in or within twenty years from the date thereof, and bearing interest at the rate of five per cent. per annum from the date thereof, payable semi-annually in gold coin; such bonds being for the purpose of providing means for the improvement of the road-bed and tracks of the company now in operation; for double-tracking portions thereof now single-tracked; for the construction of extensions of the road, with proper turnouts and equipment, over locations duly granted in the city of Fall River; for the equipment of the whole road and extensions with a system of electric motive power for operating the cars of the company; and for the purchase of new cars, apparatus, motors, machinery, real estate and buildings necessary and convenient for the company's use in operating its road.

JANUARY 29, 1892.

Petitions of the Cottage City Street Railway Company for Increase of Capital Stock, and for Approval of Issue of Mortgage Bonds.

On the petition for an increase of stock, the petitioner having complied with the law relating to such applications, after an examination of the assets and liabilities of the company and the purposes for which the increase is asked, it was

Ordered, That the Cottage City Street Railway Company is hereby authorized to increase its capital stock by the addition thereto of ten thousand dollars, the cash received therefor to be used for the following purposes, viz., for additional construction and equipment of its road on a location duly granted by the selectmen of Cottage City and Tisbury, respectively.

On the petition for approval of the issue of bonds secured by a mortgage of the company's property, it appearing that the petitioner had complied with the law relating to such applications, after an examination of the assets and liabilities of the company and the purposes for which such issue of bonds is proposed, it was

Voted, That the Board hereby approves of the issue of bonds by the Cottage City Street Railway Company to the amount of twenty-five thousand dollars, secured by a mortgage of all its property, both real and personal; said bonds to run for a term of twenty years, and to bear interest at the rate of six per centum per annum, the proceeds thereof to be used for the following purposes, viz., the construction and equipment of additional track on a location duly granted by the selectmen of Cottage City and Tisbury, respectively.

FEBRUARY 19, 1892.

Petition of the Holyoke Street Railway Company for Increase of Capital Stock.

The petitioner having complied with the law relating to such applications, after an examination of the assets and liabilities of the company and the purposes for which an increase of capital stock is asked, it was

Ordered, That the Holyoke Street Railway Company is hereby authorized to increase its capital stock by the addition thereto of one hundred thousand dollars, the cash received therefor to be used for the following purposes, viz., for the purpose of building extensions of its tracks on locations already granted, and equipping the same with electric motive power; for relaying three miles of its present tracks with new and heavier rails; for building a power house to furnish electric power for the operation of the road; and for paying the present indebtedness of the company.

MARCH 10, 1892.

Petition of the Springfield Street Railway Company for Increase of Capital Stock.

The petitioner having complied with the law relating to such applications, after an examination of the assets and liabilities of the company and the purposes for which an increase is asked, it was

Ordered, That the Springfield Street Railway Company is hereby authorized to increase its capital stock by the addition thereto of three hundred thousand dollars, the cash received therefor to be used for the following purposes, viz., building and equipping extensions of its railway upon locations duly granted or extended as provided by law; enlarging its car houses, and increasing the equipment of its present railway.

JULY 19, 1892.

Petition of the Natick & Cochituate Street Railway Company for Increase of Capital Stock.

The petitioner having complied with the law relating to such applications, after an examination of the assets and liabilities of the company and the purposes for which an increase is asked, it was

Ordered, That the Natick & Cochituate Street Railway Company is hereby authorized to increase its capital stock by the addition thereto of six thousand five hundred dollars, the cash received therefor to be used for the following purpose, viz., for the purpose of equipping its road with electricity as a motive power.

JULY 19, 1892.

Petition of the Worcester, Leicester & Spencer Street Railway Company for Increase of Capital Stock.

The petitioner having complied with the law relating to such increase, after an examination of the assets and liabilities of the company and the purposes for which an increase is asked, it was

Ordered, That the Worcester, Leicester & Spencer Street Railway Company is hereby authorized to increase its capital stock by the addition thereto of one hundred and twenty-five thousand dollars, the cash received therefor to be used for the following purposes, viz., for discharging its floating indebtedness incurred in enlarging and equipping its present railway plant; and for further enlarging and equipping the same upon and within locations duly granted as provided by law.

JULY 19, 1892.

*Petition of the Wakefield & Stoneham Street Railway Company for
Increase of Capital Stock.*

The petitioner having complied with the law relating to increase of capital stock, after an examination of the assets and liabilities of the company and the purposes for which an increase of capital stock is desired, it was

Ordered, That the Wakefield & Stoneham Street Railway Company is hereby authorized to increase its capital stock by the addition thereto of forty thousand dollars, the cash received therefor to be used for the following purposes, viz., for the purpose of constructing and equipping its railway upon a location duly granted and extended as provided by law; and for the purchase of land and the erection of buildings necessary for the operation of said railway.

JULY 27, 1892.

*Petition of the Haverhill & Groveland Street Railway Company for
Increase of Capital Stock.*

The petitioner having complied with the law relating to such applications, after an examination of the assets and liabilities of the company and the purposes for which such increase of capital stock is asked, it was

Ordered, That the Haverhill & Groveland Street Railway Company is hereby authorized to increase its capital stock by the addition thereto of two hundred and seventy-five thousand dollars, the cash received therefor to be used for the following purposes, viz., for the purpose of building and equipping extensions of its railway upon locations duly granted or extended as provided by law; and of equipping said extensions and its existing lines of track for the use of electric motive power.

JULY 29, 1892.

*Petition of the North End Street Railway Company (of Worcester)
for Increase of Capital Stock.*

The petitioner having complied with the laws relating to applications for increase of capital stock, after an examination of the assets and liabilities of the company and the purposes for which an increase is asked, it was

Ordered, That the North End Street Railway Company is hereby authorized to increase its capital stock by the addition of fifty thousand dollars thereto, the cash received therefor to be used for the following purposes, viz., for the purpose of building and equipping extensions of its road in the city of Worcester upon locations duly granted and extended by the Board of Aldermen of said city.

NOVEMBER 23, 1892.

CHARTERS.

Certificates of compliance with the requirements of law preliminary to incorporation were issued for the following new street railway companies during the last calendar year : —

Newton & Boston Street Railway Company, . . .	March 11, 1892
Worcester & Millbury Street Railway Company, . . .	May 12, 1892
Wakefield & Stoneham Street Railway Company, . . .	May 24, 1892
Worcester & Shrewsbury Street Railway Company, . . .	July 9, 1892
Rockland & Abington Street Railway Company, . . .	Aug. 12, 1892
Brockton & Holbrook Street Railway Company, . . .	Sept. 13, 1892

[G.]

MISCELLANEOUS.

APPROVAL OF INTERLOCKING SIGNALS.

On the application of the Old Colony Railroad Company for approval of the system of interlocking signals established by said company at the crossing of its Providence division and the Boston & Albany Railroad, after an examination of the signals, the Boston & Albany Railroad Company having waived notice and not wishing to be heard,

Ordered, That the system of interlocking signals now established at the crossing of the Providence division of the Old Colony Railroad and the Boston & Albany Railroad, near Dartmouth Street bridge, in Boston, is hereby approved, as shown on the diagram filed with the petition.

OCTOBER 14, 1892.

On the petition of the Boston & Maine Railroad for approval of the interlocking signals and switches established at Northey's Point, in Salem, after an examination thereof, it was

Ordered, That the system of interlocking signals and switches established by the Boston & Maine Railroad at Northey's Point, in Salem, as shown on a plan filed with the petition, is hereby approved.

OCTOBER 18, 1892.

On the application of the Old Colony Railroad Company and the Boston & Maine Railroad for approval of interlocking signals at the crossing of the Old Colony Railroad by the Central Massachusetts Railroad, of which the Boston & Maine Railroad is lessee, at South Sudbury, after an examination thereof, it was

Ordered, That the system of interlocking signals established by the Old Colony Railroad Company and the Boston & Maine Railroad, at the crossing of the Old Colony and the Central Massachusetts railroads, in South Sudbury, as shown on a blue print filed with the petition, is hereby approved.

OCTOBER 18, 1892.

OPENING OF NEW RAILROADS AND BRANCHES.

Certificates required by law preliminary to the opening of new railroads or branches for public use were issued as follows :—

Old Colony Railroad.

By order of the Board of Railroad Commissioners, I certify that, after an examination of the branch or extension of the Old Colony Railroad, between Walpole and Dedham, the Board finds that all laws relating to its construction have been complied with, and that it appears to be in a safe condition for operation.

WM. A. CRAFTS,
Clerk.

FEBRUARY 11, 1892.

Brookline & Pepperell Railroad.

By order of the Board of Railroad Commissioners, I certify that, after an examination of the Brookline & Pepperell Railroad, in Massachusetts, the Board finds that all laws relating to its construction have been complied with, and that it appears to be in a safe condition for operation.

WM. A. CRAFTS,
Clerk.

SEPTEMBER 15, 1892.

Plymouth & Middleborough Railroad.

By order of the Board of Railroad Commissioners, I certify that, after an examination of the Plymouth & Middleborough Railroad, the Board finds that all laws relating to its construction have been complied with, and that it appears to be in a safe condition for operation.

WM. A. CRAFTS,
Clerk.

OCTOBER 22, 1892.

TABULATED STATEMENT OF RETURNS RELATIVE TO HEATING OF PASSENGER CARS.

RAILROADS.	Number of Cars heated by Steam from Locomotive.	System in Use.	Cars exempted from the Law.	Cars run in Passenger Trains not equipped for Steam.	Provision for Tem- porary Heating.
Boston & Albany,	354	Martin,	Two on Webster Branch, .	None,	None.
Boston & Maine,	836	Kimball, Sewell, Gold, . .	None,	None,	Three cars in Que- bec line have stoves.
Boston, Revere Beach & Lynn,	29	Straight steam,	None,	None,	None.
Fitchburg,	245	Consolidated Car-heating Company.	Cars on Ashburnham Branch,	None,	One stove in each car.
New York & New England,	231	Gold, Safety Heating and Lighting Company.	Cars in mixed trains, . .	None,	One hundred and eighty cars have Baker heaters.
Old Colony,	505	Sewell, Gold,	Cars in mixed trains, . .	None,	None.
Connecticut River,	56	Emerson,	None,	None,	Ten cars have Spear heaters.
Grafton & Upton,	None,	-	All,	All.	-
Nashua, Acton & Boston,	All that run in Massachusetts,	-	-	None.	-
New London Northern,	21	Sewell,	None,	None in Massa- chusetts.	One stove in each car.
New York, New Haven & Hartford,	686	Consolidated Car-Heating Company, Leland Safety,	Cars on mixed trains on Northampton Division and	Seventy-four cars on Berkshire and Danbury Divisions.	Many cars have Baker heaters which can be used.
New York, Providence & Boston,	135	Martin, Sewell, Gold, straight steam, line pipe with radiators.	cars on Berkshire Division, about eighty in all.		
Housatonic,	28				
Hoosac Tunnel & Wilmington,	None,	-	Passenger cars run on mixed trains only.	None but mixed trains run.	-

RULES FOR PROCEEDINGS UNDER CHAPTER 171, ACTS OF 1892.

Ordered, That the Board adopts as rules for proceedings under chapter 171 of the Acts of 1892, entitled “An Act to require railroad companies to maintain crossings to give access to lands cut off by railroads,” the following : —

1. That applications under said act shall be made in writing by the owner of land desiring relief ;
2. That all parties known to be interested shall be notified of the time and place assigned for the hearing thereon ; and
3. That applicants and other interested parties shall be fully heard either with or without counsel before final decision by the Board.

WM. A. CRAFTS,
Clerk.

JUNE 14, 1892.

BOSTON, REVERE BEACH & LYNN RAILROAD RELIEF ASSOCIATION.

Annual Report of Treasurer to the Board of Railroad Commissioners.

LYNN, MASS., DEC. 22, 1892.

To amount cash in bank Dec. 22, 1891,	.	.	.	\$2,093	03	
To amount cash on hand Dec. 22 , 1891,	.	.	.	17	00	
To amount interest added,	.	.	.	86	38	
To amount received from dues,	.	.	.	562	50	
To amount received as membership fees,	.	.	.	12	00	
To amount received from other sources (ball),	.	.	.	258	75	
To donation of Boston, Revere Beach & Lynn Rail- road Company,	.	.	.	50	00	
By amount paid for relief of sick members,	.	.	.	—	\$338	50
By amount paid as death benefit,	.	.	.	—	400	00
By amount paid as funeral benefits,	.	.	.	—	70	50
By amount paid for running expenses, printing, etc.,	.	.	.	—	16	35
By amount paid for salaries of officers,	.	.	.	—	36	00
Totals,	.	.	.	\$3,079	66	\$861 35
Balance,	.	.	.	—		2,218 31
To cash in bank Dec. 22, 1892,	.	.	.	\$2,217	41	
To cash on hand Dec. 22, 1892,	.	.	.		90	
Total,	.	.	.	\$2,218	31	

J. F. HALL, *Treasurer.*

Approved by finance committee, at Lynn : J. H. MCGINN.
E. CLARK.

FITCHBURG RAILROAD RELIEF ASSOCIATION.

Annual Report for the Year ending Dec. 31, 1892.

BOSTON, MASS., Jan. 24, 1893.

Membership, Jan. 1, 1892,	288	
Added since last report,	21	
	<hr/>	309
Expelled for non-payment of dues,	10	
Deceased,	3	
	<hr/>	13
Total membership, Dec. 31, 1892,		<hr/> 296

RECEIPTS.

Received from dues collected,	\$1,158 69	
from initiation fees,	84 00	
from Robert Codman as donation,	50 00	
from ball committee, "fifteenth annual,"	550 57	
from interest on bank account,	166 68	
	<hr/>	\$2,009 94
Cash in bank Jan. 1, 1892,		2,650 00
Cash in hands of treasurer, Jan. 1, 1892,		79 30
		<hr/>
Total amount on hand and received during the year,		\$4,739 24

EXPENDITURES.

Paid on account of sick benefits,	\$1,468 36	
on account of death benefits (three),	150 00	
on account of floral tributes (two),	16 00	
on account of secretary's services,	100 00	
on account of treasurer's services,	50 00	
on account of printing,	32 00	
on account of legal services (1888),	40 00	
on account of hall committee,	20 00	
on account of postage and stationery,	7 00	
on account of decorating hall, 17th June,	15 00	
	<hr/>	1,898 36
Cash on hand Jan. 1, 1893,		\$2,840 88
on deposit Jan. 1, 1893,		2,800 00
		<hr/>
in hands of treasurer, Jan. 1, 1893,		\$40 88
Cash on deposit, Jan. 1, 1892,	\$2,650 00	
Deposited during the year,	150 00	
	<hr/>	
Total amount on deposit Jan. 1, 1893,		\$2,800 00

HENRY G. TREFRY, *Secretary*

[H.]

Tabulated Statement of Railroad Accidents reported to the Board during the Year ending June 30, 1892.

RAILROADS.	GENERAL STATEMENT.										PASSENGERS.				
	Total Number of Injuries to Persons.	Passengers.	Employees.	At Grade Crossings and Stations.	Trespassers.	Children.	Adults.	Fatal.	Not Fatal.	FROM CAUSES BEYOND THEIR OWN CONTROL.				BY THEIR OWN FAULT OR WANT OF CARE.	
										Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Boston & Albany,	311	56	198	7	50	10	301	46	265	-	33	2	21		
Boston & Maine,	301	41	169	27	64	9	292	70	231	-	7	5	29		
Fitchburg,	164	6	101	18	39	10	154	41	123	-	-	2	4		
New York & New England,	111	18	62	9	22	8	103	23	88	-	11	1	6		
Old Colony,	159	31	77	21	30	2	157	50	109	-	17	3	11		
Connecticut River,	12	2	1	4	5	2	10	10	2	-	-	2	-		
Grafton & Upton,	1	-	1	-	-	-	1	1	-	-	-	-	-		
New London Northern,	1	-	1	-	-	-	1	1	-	-	-	-	-		
New York, New Haven & Hartford,	8	1	2	1	4	-	8	6	2	-	-	1	-		
New York, Providence & Boston,	15	1	8	1	5	1	14	8	7	-	-	-	1		

Housatonic, of Connecticut, . . .	6	—	4	—	2	—	6	3	3	—	—	—	—	—
Boston, Revere Beach & Lynn, . .	8	—	—	3	5	2	6	5	3	—	—	—	—	—
Martha's Vineyard, . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nantucket, . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worcester & Shrewsbury, . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Union Freight, . . .	3	—	—	—	3	—	3	3	—	—	—	—	—	—
	1,100	156	624	91	229	44	1,056	267	833	—	—	68	16	72

Tubulated Statement of Railroad Accidents, etc. — Concluded.

RAILROADS.	AT GRADE CROSSINGS.				AT STATIONS.		TRESPASSERS.				
	WITH GATES OR FLAGS.		WITHOUT GATES OR FLAGS.		Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Suicide.
	Killed.	Injured.	Killed.	Injured.							
Boston & Albany,	1	4	1	—	—	1	34	16	26	24	—
Boston & Maine,	3	4	6	12	1	1	51	13	31	33	2
Fitchburg,	4	—	3	7	1	3	28	10	18	21	—
New York & New England,	—	2	2	2	1	2	17	6	12	11	—
Old Colony,	4	2	3	3	4	5	26	3	19	10	—
Connecticut River,	—	—	3	1	—	—	6	—	6	—	—
Grafton & Upton,	—	—	—	—	—	—	—	—	—	—	—
New London Northern,	—	—	—	—	—	—	—	—	—	—	—
New York, New Haven & Hartford,	—	—	—	—	1	—	3	1	3	1	—
New York, Providence & Boston,	—	—	1	—	—	—	3	2	4	1	—
Housatonic, of Connecticut,	—	—	—	—	—	—	1	1	1	1	—

Boston, Revere Beach & Lynn, .	-	-	1	2	-	-	-	5	-	4	-	-
Martha's Vineyard, .	-	-	-	-	-	-	-	-	-	-	-	-
Nantucket, .	-	-	-	-	-	-	-	-	-	-	-	-
Worcester & Shrewsbury, .	-	-	-	-	-	-	-	-	-	-	-	-
Union Freight, .	-	-	-	-	-	-	-	3	-	3	-	-
	12	12	20	27	8	12	177	52	127	102	2	

Tabulated Statement of Railroad Train Accidents reported to the Board during the Year ending June 30, 1892.

TRAIN ACCIDENTS.	Number.	PASSENGERS.		EMPLOYEES.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
COLLISIONS :							
Head,	4	—	13	—	2	—	15
Rear,	11	—	7	2	11	2	18
Total collisions, .	15	—	20	2	13	2	33
DERAILMENTS :							
Passenger trains, .	2	—	28	—	—	—	28
Freight trains, . .	5	—	—	1	1	1	1
Total derailments, .	7	—	28	1	1	1	29
Total train accidents,	22	—	48	3	14	3	62

NOTE. — For Tabulated Statements of Railroad and Train Accidents reported to the Board during the last Ten Years, see pages 266-268, *post*.

[I.]

EXPENSES OF OFFICE.

Rent of office,	\$2,500 00
Janitor and messenger,	600 00
Bridge engineer and other experts,	3,181 05
Stenography and typewriting,	702 10
Printing,	313 66
Furniture and carpet,	246 80
Telephone and telegrams,	122 10
Stationery,	108 01
Books and periodicals,	94 22
Postage,	95 50
Expressage,	87 12
Typewriter and supplies,	68 95
Advertising,	67 90
Information relative to Austrian zone system,	25 00
Ice, gas and fuel,	24 24
Other incidentals,	25 65
	<hr/>
	\$8,262 30

BOARD OF RAILROAD COMMISSIONERS.

JOHN E. SANFORD, Taunton, <i>Chairman</i> , . . .	Term expires July, 1894.
EVERETT A. STEVENS, Boston,	Term expires July, 1895.
WILLIAM J. DALE, Jr., North Andover, . . .	Term expires July, 1893.

Clerk — WILLIAM A. CRAFTS, Boston.
Accountant — FRED E. JONES, Boston.
Bridge Engineer — GEORGE F. SWAIN, Boston.

TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Returns of Railroad Corporations

FOR THE YEAR ENDING

JUNE 30, 1892.

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TABULATED STATEMENTS.

DESCRIPTION OF RAILROAD AND BRANCHES.

	Column	Page
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Main Line in Massachusetts,	2	192
Double Track in Massachusetts,	3	192
Double Track out of Massachusetts,	4	192
Sidings in Massachusetts,	5	192
Sidings out of Massachusetts,	6	192
Total Length computed as Single Track,	7	192

TABULATION OF RETURNS — CAPITAL STOCK, DEBT, ETC.

Attleborough Branch,	26	214
Berkshire,	27	214
Boston & Albany,	8	200
Boston & Lowell,	28	214
Boston & Maine,	10	200
Boston & Providence,	29	214
Boston, Revere Beach & Lynn,	21	212
Brookline & Pepperell,	54	220
Central Massachusetts,	31	215
Chatham,	30	214
Chelsea Beach,	55	220
Connecticut River,	13	204
Danvers,	56	220
Fall River,	32	215
Fall River, Warren & Providence (Trustees),	14	204
Fitchburg,	9	200
Grafton & Upton,	15	204
Holyoke & Westfield,	33	215
Hoosac Tunnel & Wilmington,	22	212
Horn Pond Branch,	57	220
Housatonic (of Connecticut),*	16	204
Lowell & Andover,	34	215

* Operating the Berkshire, the Stockbridge & Pittsfield and the West Stockbridge Railroads.

TABULATION OF RETURNS — CAPITAL STOCK, DEBT, ETC. — Con.

	Column	Page
Martha's Vineyard,	23	212
Milford, Franklin & Providence,	36	220
Milford & Woonsocket,	35	215
Nantasket Beach (Trustees),	37	216
Nantucket,	24	212
Nashua, Acton & Boston,	39	216
Nashua & Lowell,	38	216
Newburyport,	58	221
Newburyport City,	40	216
New Haven & Northampton,	41	217
New London Northern,	17	208
New York & Boston Inland,	59	221
New York & New England,	11	200
New York, New Haven & Hartford,	18	208
North Brookfield,	42	217
Norwich & Worcester,	43	217
Old Colony,	12	200
Pittsfield & North Adams,	44	217
Plymouth & Middleborough,	60	221
Providence, Webster & Springfield,	45	217
Providence & Worcester,	19	208
Rhode Island & Massachusetts,	46	218
Southbridge, Sturbridge & Brookfield,	61	221
Stockbridge & Pittsfield,	47	218
Stony Brook,	48	218
Union Freight,	20	208
Vermont & Massachusetts,	49	218
Ware River,	50	219
West Amesbury Branch,	51	219
West Stockbridge,	52	219
Worcester, Nashua & Rochester,	53	219
Worcester & Shrewsbury,	25	212

COMPARATIVE STATEMENTS.

CAPITAL STOCK, DEBT, AND COST PER MILE OF ROAD OWNED.

Capital Stock paid in,	62	224
Net Debt,	63	224
Total Capital Stock and Net Debt,	64	224
Construction,	65	224
Equipment,	66	224
Total Permanent Investments,	67	224

EARNINGS AND EXPENSES PER MILE OF ROAD OPERATED.

Total Transportation Earnings,	68	225
Operating Expenses,	69	225
Net Earnings,	70	225

EARNINGS AND EXPENSES PER TOTAL REVENUE-TRAIN MILE.

	Column	Page
Total Transportation Earnings,	71	225
Operating Expenses,	72	225
Net Earnings,.	73	225

EXPENSES PER TOTAL TRAIN MILE.

Repairs of Road,	74	226
New Rails,	75	226
Repairs of Bridges,.	76	226
Repairs of Locomotives,	77	226
Fuel,	78	226
Repairs of Passenger, Baggage and Mail Cars, . . .	79	226
Repairs of Freight-Cars,	80	226

REPAIRS.

Per Locomotive,	81	227
Per Passenger, Baggage and Mail Car,	82	227
Per Freight and other Car,	83	227

AVERAGES.

Per Passenger: Average Distance travelled, . . .	84	227
Per Ton of Freight: Average Distance carried, . . .	85	227
Average Number of Passengers per Train Mile, . . .	86	227
Average Number of Tons of Freight per Train Mile, . .	87	227

EARNINGS, EXPENSES, NET EARNINGS, ETC.

Passenger Earnings,	88	228
Freight Earnings,	89	228
Other Earnings from Operation,	90	228
Total Transportation Earnings,	91	228
Operating Expenses,	92	228
Net Earnings,	93	228
Percentage of Operating Expenses to Transportation Earnings,	94	228

COMPARISON OF RETURNS OF 1891 AND 1892,	230
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SUMMARY OF RETURNS OF 1886 TO 1892, INCLUSIVE,	232
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RAILROADS AND BRANCHES. (BRANCHES IN ITALICS.)	WHERE LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length com- puted as single track.
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.	
ATTLEBOROUGH BRANCH. (See <i>Old Colony</i>), . . .	—	—	—	—	—	—	—	—	—
BERKSHIRE. (See <i>Housatonic</i>), . . .	—	—	—	—	—	—	—	—	—
BOSTON & ALBANY, . . .	Boston, . . .	Albany, N. Y., . .	201.650	162.350	181.310*	39.300	196.020	34.380	772.610
<i>Athol</i> , . . .	Springfield, . . .	Athol, . . .	45.260	45.260	—	—	—	—	—
<i>Grand Junction</i> , . . .	Cottage Farm, . .	East Boston, . . .	9.450	9.450	5.110	—	—	—	—
<i>Newton Lower Falls</i> , . . .	Riverside Jct., . .	Newton L. Falls, . .	1.100	1.100	—	—	—	—	—
<i>Newton Highlands</i> , . . .	Beacon St., Bos- ton, . . .	Riverside Jct., . .	9.930	9.930	9.890	—	—	—	—
<i>Saxonville</i> , . . .	Natick, . . .	Saxonville, . . .	3.700	3.700	—	—	—	—	—
<i>Millford</i> , . . .	S. Framingham, . .	Millford, . . .	12. . .	12. . .	—	—	—	—	—
<i>Millbury</i> , . . .	Millbury Jct., . .	Millbury Village, . .	3. . .	3. . .	—	—	—	—	—
<i>Spencer</i> , . . .	Spencer, . . .	B. & A. R. R., . .	2.180	2.180	—	—	—	—	—
<i>Chatham & Hudson</i> , . . .	Chatham, N. Y., . .	Hudson, N. Y., . .	17.330	—	—	1. . .	—	—	—
North Brookfield, . . .	E Brookfield, . . .	No. Brookfield, . .	4.000	4.000	—	—	.490	—	4.490
Pittsfield & North Adams, . . .	Pittsfield, . . .	North Adams, . . .	18.550	18.550	—	—	6.210	—	24.760
Prov., Webster & Springfield, . . .	North Webster, . .	Auburn Station, . .	11.230	11.230	—	—	3.250	—	14.480
Ware River, . . .	Palmer, . . .	Winchendon, . . .	49.350	49.350	—	—	5.980	—	55.330
BOSTON & LOWELL. (See <i>Bos- ton & Maine</i>), . . .	—	—	—	—	—	—	—	—	—
BOSTON & MAINE, . . .	Boston, . . .	Portland, Me., . .	115.500	78.200	—	—	—	—	—
	Boston, . . .	State Line, N.H., . .	41.450		—	—	—	—	—
	Conway Junct'n, N.H., . . .	N. Conway, N.H., . .	72.860		76.090	42.80	150.490	94.000	710.780
	Wolfboro' Jct., N.H., . . .	Wolfboro', N.H., . .	12.03		—	—	—	—	—
<i>Medford</i> , . . .	Dover, N. H., . . .	Alton Bay, N.H., . .	29. . .	2. . .	—	—	—	—	—
	Malden Jct., . . .	Medford, . . .	2. . .		—	—	—	—	—
	Lawrence, . . .	Methuen (State Line, N.H.), . . .	3.750		1. . .	—	—	—	—

Great Falls, .	Rollinsf'd, N.H.,	Gt. Falls, N. H.,	2.750	—	—	—	—	—	—
East Boston, .	Revere, .	East Boston, .	3.470	3.470	1.560	—	—	—	—
Charlestown, .	E. Somerville, .	Charlestown, .	1.090	1.090	1.090	—	—	—	—
Saugus, .	Everett, .	West Lynn, .	9.550	9.550	9.550	—	—	—	—
Swampscott, .	Swampscott, .	Marblehead, .	3.960	3.960	—	—	—	—	—
Marblehead, .	Salem, .	Marblehead, .	3.520	3.520	—	—	—	—	—
Lawrence, .	Salem, .	Lawrence, .	19.890	19.890	1.640	—	—	—	—
South Reading, .	Peabody, .	Wakefield Jct, .	8.120	8.120	—	—	—	—	—
Gloucester, .	Beverly, .	Rockport, .	16.940	16.940	—	—	—	—	—
Essex, .	Wenham, .	Essex, .	6.	6.	—	—	—	—	—
Asbury Grove, .	Hamilton Sta'n, .	Asbury Grove, .	1.060	1.060	—	—	—	—	—
Salisbury, .	Salisbury, .	Amesbury, .	3.790	3.790	—	—	—	—	—
Chelsea Beach, .	Revere Jct, .	Saugus Riv. Jct., .	3.340	3.340	2.490	—	—	—	—
Danvers, .	Wakefield Jct., .	Danvers, .	9.259	9.259	—	—	—	—	10.197
Lowell & Andover, .	Lowell, .	Lowell Jct., .	8.730	8.730	8.730	—	—	—	22.770
Branch to Old Colony Railroad, .	—	In Lowell, .	1.150	1.150	—	—	—	—	—
Branch to Boston & Lowell Railroad, .	—	In Lowell, .	.220	.220	—	—	—	—	—
Newburyport, .	Bradford, .	Newburyport, .	26.979	26.979	—	—	—	—	31.425
West Amesbury Branch, .	Georgetown, .	Danvers, .	} 26.979	}	—	—	—	—	4.446
Worcester, Nashua & Rochester, .	Merrimac, .	Newton, N. H., .			—	—	—	—	.110
Worcester, .	Worcester, .	Rochester, N. H.,	94.480	39.460	18.130	—	—	—	144.150
Newburyport City, .	B. & M. R. R., .	Wharves, .	2.080	2.080	.150	—	—	—	4.030
Boston & Lowell, .	Boston, .	Lowell, .	26.750	26.750	26.750	—	—	—	212.190
Lexington & Arlington, .	Medford Jct, .	Lexington, .	9.250	9.250	9.250	—	—	—	—
Stoneham, .	Woburn Jct., .	Stoneham, .	2.500	2.500	—	—	—	—	—
Woburn, .	Winchester, .	N. Woburn Jct, .	6.200	6.200	6.200	—	—	—	—
Mystic, .	Milk Row Jct, .	Mystic Wharves, .	2.250	2.250	—	—	—	—	—
Lawrence, .	—	In Wilmington, .	3.210	3.210	—	—	—	—	—
Middlesex Central, .	Lexington, .	Concord, .	11.080	11.080	—	—	—	—	—
Salem & Lowell, .	Tewksbury, .	Peabody, .	16.800	16.800	—	—	—	—	—
Lowell & Lawrence, .	Lowell, .	S. Lawrence, .	12.420	12.420	—	—	—	—	—
Bedford & Billerica, .	Bedford, .	Billerica, .	7.630	7.630	—	—	—	—	—

* Includes 9.49 miles third track and 9.47 miles fourth track.

Vermont & Massachusetts, <i>Turner's Falls</i> , . . .	Fitchburg, Greenfield, North Grafton, . .	Greenfield, Turner's Falls, Milford, . . .	56. 2,800 16,500	56. 2,800 16,500	56. — —	— — —	32,440 — 2,750	— — —	147,240 — 19,250
GRAFTON & UPTON, . . . HOLYOKE & WESTFIELD. (See <i>N. Y., N. H. & H'f'd</i>), . .	—	—	—	—	—	—	—	—	—
HORN POND BRANCH. (See <i>Boston & Maine</i>), . . .	—	—	—	—	—	—	—	—	—
HOUSATONIC (Ct.), . . .	—	—	—	—	—	—	—	—	—
Berkshire, . . .	—	—	—	—	—	—	—	—	—
Stockbridge & Pittsfield, . .	W. Stockbridge, Vandeuenville, . .	State Line of Ct., Pittsfield, . . .	21,030 22,930	21,030 22,930	— —	— —	4,490 4,990	— —	25,520 27,920
West Stockbridge, . . .	W. Stockbridge, . .	State Line, N. Y., . .	2,640	2,640	—	—	2,380	—	5,020
LOWELL & ANDOVER. (See <i>Boston & Maine</i>), . . .	—	—	—	—	—	—	—	—	—
MILFORD, FRANKLIN & PROV. (See <i>N. Y. & N. E.</i>), . . .	—	—	—	—	—	—	—	—	—
MILFORD & WOONSOCKET. (See <i>N. Y. & N. E.</i>), . . .	—	—	—	—	—	—	—	—	—
NANTASKET BEACH. (See <i>Old Colony</i>), . . .	—	—	—	—	—	—	—	—	—
NASHUA, ACTON & BOSTON (op- erated by <i>Concord & Mon- treal, N. H.</i>), . . .	Acton, . . .	Nashua, N. H., . .	20,830	16,260	—	—	2,640	1,660	25,130
NASHUA & LOWELL. (See <i>Boston & Maine</i>), . . .	—	—	—	—	—	—	—	—	—
NEWBURYPORT. (See <i>Boston & Maine</i>), . . .	—	—	—	—	—	—	—	—	—
NEWBURYPORT CITY. (See <i>Boston & Maine</i>), . . .	—	—	—	—	—	—	—	—	—
NEW LONDON NORTHERN (op- erated by <i>Cons. R. R. Co. of Vt.</i>), . . .	New London, Ct., . .	Brattleboro', Vt., . .	121.	55.	—	—	13,600	25,300	159,900

* Includes 1.66 miles of third track.

	8.—BOSTON & ALBANY.	9.—FITCHBURG.	10.—BOSTON & MAINE.	11.—NEW YORK & NEW ENGLAND.	12.—OLD COLONY.
CAPITAL STOCK.					
Amount paid in,	\$25,000,000 00	\$23,497,600 00 ³	\$21,603,700 00 ¹⁰	\$23,665,000 00 ¹⁶	\$13,167,500 00
Number of stockholders,	8,099	5,162 ⁴	5,920 ¹¹	1,631 ¹⁷	6,319
Stockholders in Massachusetts,	6,914	4,242 ⁵	3,865 ¹²	988 ¹⁸	5,857
Amount of stock held in Massachusetts,	\$21,604,100 00	\$18,381,600 00 ⁶	\$14,735,500 00 ¹³	\$4,053,700 00 ¹⁹	\$12,394,000 00
DEBT.					
Funded debt,	\$5,875,000 00	\$20,821,000 00	\$16,963,274 71	\$17,218,835 00	\$12,156,200 00
Current liabilities,	697,471 66	1,776,281 53	4,537,411 16	1,642,364 59	2,991,592 31
Accrued liabilities,	49,725 00	452,962 15	2,115,788 26	208,555 33	120,332 50
TOTAL GROSS DEBT,	6,622,196 66	23,050,243 68	23,616,474 13	19,069,754 92	15,268,124 81
PERMANENT INVESTMENTS.					
Construction,	\$26,099,992 87	\$37,610,801 89	\$29,296,184 12	\$34,698,720 32	\$21,698,256 49
Equipment,	3,145,400 00	3,946,940 47	4,377,693 94	5,310,294 71	2,340,602 68
Other property,	682,587 52	1,701,886 91	6,440,859 97	99,900 00	1,695,824 16
TOTAL PERMANENT INVESTMENTS,	29,927,980 39	43,259,629 27	40,114,738 03	40,108,915 03	25,734,683 33
Cash and current assets,	1,214,968 02	3,089,077 11	4,640,369 20	1,238,290 32	1,176,138 64
Other assets,	2,095,309 89	675,840 35	2,858,664 58	555,093 79	2,374,185 74
TOTAL PROPERTY AND ASSETS,	33,238,258 30	47,024,546 73	47,613,771 81	41,902,299 14	29,285,007 71
TRANSPORTATION EARNINGS FOR THE YEAR.					
From passengers,	\$3,981,523 10	\$2,104,154 15	\$7,799,702 31	\$2,168,173 91	\$5,099,127 99
mails,	211,753 80	65,226 16	196,371 05	61,023 28	81,497 06
express,	272,896 15	159,420 00	441,577 69	161,597 45	206,761 10
extra baggage and storage,	40,276 62	—	49,467 51	19,977 90	36,422 30
other sources passenger department,	60,219 36	40,385 68	1,170 49	23,238 92	8,620 24
Total earnings passenger department,	4,566,669 03	2,369,185 99	8,488,289 05	2,434,011 46	5,432,428 69
From freight,	4,722,856 47	4,591,008 22	7,252,368 13	3,601,461 58	3,163,113 48
other sources freight department,	188,147 56	75,164 55	10,307 46	75,944 74	21,945 37
Total earnings freight department,	4,911,004 03	4,666,172 77	7,262,675 59	3,677,406 32	3,185,058 85

TOTAL PASSENGER AND FREIGHT EARNINGS,	9,477,673 06	7,035,358 76	15,750,964 64	6,111,417 78	8,617,487 54
From other earnings from operation, . . .	385,643 41	310,728 04	32,830 45	105,199 48	121,324 69
TOTAL GROSS EARNINGS FROM OPERATION,	9,863,316 47	7,346,086 80	15,783,795 09	6,216,617 26	8,738,812 23
EXPENSES AND NET INCOME.					
Transportation expenses,	\$6,801,287 68	\$5,112,697 11	\$10,335,890 45	\$4,552,441 65	\$6,620,602 50
Net income from operation,	3,062,028 79	2,233,389 69	5,447,904 64	1,664,175 61	2,118,209 73
Income from other sources,	—	2,718 00	427,289 06	6,295 03	557,801 18
TOTAL INCOME (LESS OPERATING EXPENSES), . .	3,062,028 79	2,236,107 69	5,875,193 70	1,670,470 64	2,676,010 91
DEDUCTIONS. DIVIDENDS, ETC.					
Interest accrued,	\$517,066 67	\$964,063 65	\$1,177,791 44	\$1,097,987 03	\$716,948 92
Taxes,	601,895 15	224,081 39	695,351 84	264,764 85	441,073 75
Rentals,	78,000 00	260,980 00	2,013,844 72	475,476 51	582,907 82
Other deductions,	—	—	72,129 43	22,309 23	—
Total deductions from income,	1,196,961 82	1,449,125 04	3,959,117 43	1,860,537 62	1,740,930 49
NET INCOME,	1,865,066 97	786,982 65	1,916,076 27	190,066 98d	935,080 42
Dividends declared,	1,800,000 00	649,237 60	1,354,890 50	243,775 00	827,610 70
Per cent.,	8 ¹	4 ⁷	— ¹⁴	— ²⁰	6.4
Balance for the year,	\$65,066 97	\$137,745 05 ⁸	\$561,185 77	\$433,841 98d	\$107,469 72
Surplus last year,	100,168 40	273,197 11	1,837,504 89	417,773 54d	732,888 18
Surplus June 30, 1892,	122,229 13 ²	273,197 11 ⁹	2,048,690 66 ¹⁵	2832,455 78d	840,357 90

¹ Four per cent on \$20,000,000, and four per cent. on \$25,000,000 capital stock.	¹⁴ Six per cent. on preferred stock, . . . \$188,994 00	¹⁶ Common, \$20,000,000; preferred, \$3,665,000.
² Deducted "United States Government claim allowed," \$43,006.24. Improvement Fund of \$1,403,528.16 and Ware River sinking fund of \$90,304.35 not included.	On common stock: Nov. 16, 1891, 4½ per cent. on 126,706 shares, 570,177 00	¹⁷ Common, 787; preferred, 844.
³ Common, \$7,000,000; preferred, \$16,497,600.	May 16, 1892, 4 per cent. on 148,824 shares, 595,206 00	¹⁸ Common, 306; preferred, 682.
⁴ Common, 143; preferred, 5,019.	Back dividends, 423 50	¹⁹ Common, \$1,282,800; preferred, \$2,770,900.
⁵ Common, 40; preferred, 4,202.	No dividends paid on 5,901½ shares owned by Boston & Maine R.R., \$1,354,890 50	²⁰ Nov. 1, 1891, 3½ per cent. on \$3,300,000 preferred stock, and 3½ per cent. May 1, 1892, on \$3,665,000 preferred stock; payment of dividend declared May 1, 1892, has been enjoined by the Court.
⁶ Common, \$5,381,400; preferred, \$13,000,200.	¹⁵ Deducted For Equipment Fund, . . . \$300,000 00	²¹ Total Profit and Loss (deficit), . . . \$851,615 52
⁷ On preferred capital stock.	For Injury Fund, 50,000 00	Add Value of equipment destroyed in 1883 and renewed during the year, . . . 1,071 50
⁸ Carried to Improvement Fund.		Deduct: Premium on preferred stock sold, \$852,687 02
⁹ Improvement Fund of \$203,505.94 not included.		
¹⁰ Common, \$18,453,900; preferred, \$3,149,800.		
¹¹ Common, 5,462; preferred, 458.		
¹² Common, 3,496; preferred, 369.		
¹³ Common, \$12,033,200; preferred, \$2,702,300.		

Sinking fund for redemption of B. & M. Bonds, \$343,471.49, and sinking fund for redemption of Eastern R.R. Bonds, \$1,435.53, not included.

	8. — BOSTON & ALBANY — Con.	9. — FITCHBURG — Con.	10. — BOSTON & MAINE — Con.	11. — NEW YORK & NEW ENGLAND — Con.	12. — OLD COLONY — Con.
MILEAGE, TRAFFIC, ETC.					
Passenger-train mileage,	2,909,074	2,222,574	6,387,046	2,270,539	3,947,583
Freight-train mileage,	2,557,276	3,393,162	4,251,597	2,420,842	1,501,252
Mixed-train mileage,	—	—	—	20,807	44,649
Total revenue-train mileage,	5,466,350	5,615,736	10,638,643	4,712,188	5,493,484
Switching-train mileage,	971,813	1,072,004	2,115,850	1,089,312	1,157,402
Other train mileage,	202,800	71,065	399,316	106,407	300,667
TOTAL TRAIN MILEAGE,	6,640,963	6,758,805	13,153,809	5,907,907	6,951,553
Number of passengers carried,	11,756,874	7,342,031	33,459,898	8,759,010	23,870,419
Number of passengers carried one mile,	217,796,211	109,802,633	431,260,314	103,732,457	284,035,751
Tons of freight carried,	4,256,575	4,570,377	7,215,308	3,272,110	3,708,480
Tons of freight carried one mile,	446,622,991	496,160,278	480,892,537	311,058,995	114,090,656
Av. rate of fare per mile, local tickets,	1.856 cents.	1.98 cents.	1.803 cents.	2.004 cents.	1.965 cents.
commutation tickets,	1.16 "	1.19 "	—†	1.591 "	—
mileage tickets,	2.00 "	2.03 "	2.00 cents.	2.000 "	2.00 cents.
season tickets, . . . . .	.61 "	.70 "	.718 "	.776 "	.738 "
joint tickets,*	2.061 "	1.98 "	1.838 "	2.398 "	1.935 "
freight per mile, way-billed local,	1.59 "	2.50 "	2.504 "	2.553 "	3.509 "
way-billed jointly,* . . . . .	.79 "	.77 "	.996 "	.906 "	1.938 "
Passengers to Boston (including season),	3,597,294	2,033,514	11,286,189	1,788,000	7,049,378
Passengers from Boston (including season),	3,635,142	2,164,144	11,157,081	1,788,548	7,151,069
Season-ticket passengers to and from Boston,	749,686	162,090	1,860,596	183,862	1,226,713
EQUIPMENT.					
Number of locomotives,	240	222	482	207	240
passenger and combination cars,	282	202	732	232	531
parlor, sleeping and dining cars,	15†	—	22	8	36

mail, baggage and express cars, . . .	55	51	140	31	76\$
directors' and pay cars, . . .	4	2	3	2	2
freight cars (basis 8 wheels), . . .	6,002	5,817	8,534	5,652	3,231
other cars,	340	317	338	113	301
GENERAL INFORMATION, ETC.					
Total miles of road operated, . . .	388.73	436.32	1,210.03	508.02	603.22
Same in Massachusetts, . . .	332.10	238.09	472.48	148.52	560.13
Average number of persons employed, . . .	5,953	5,121	11,306	4,658	6,524

* To and from other railroads and transportation companies.
† Also own 19.36 per cent. of 4 buffet cars in Boston & Chicago line.
‡ Within suburban circuit, 1 to 2 cents; outside of suburban circuit, 2 to 2½ cents.
§ The company owns only a fractional part of 23 passenger and baggage cars, and leases a fractional interest in 2 locomotives and 68 passenger and baggage cars, included in above equipment.

	13.—CONNECTICUT RIVER.	14.—FALL RIVER, WARREN & PROVIDENCE.1	15.—GRAFTON & UPTON.	16.—HOUSATONIC OF CONNECTICUT 2
CAPITAL STOCK.				
Amount paid in,	\$2,580,000 00	—	\$250,000 00	—
Number of stockholders,	974	—	28	—
Stockholders in Massachusetts,	782	—	24	—
Amount of stock held in Massachusetts,	\$2,038,700 00	—	\$203,600 00	—
DEBT.				
Funded debt,	—	—	\$250,000 00	—
Current liabilities,	\$1,085,862 78	—	—	—
Accrued liabilities,	—	—	—	—
TOTAL GROSS DEBT,	1,085,862 78	—	250,000 00	—
PERMANENT INVESTMENTS.				
Construction,	\$2,970,987 53	—	\$449,974 31	—
Equipment,	426,527 66	—	50,025 69	—
Other property,	492,510 00	—	—	—
TOTAL PERMANENT INVESTMENTS,	3,890,025 19	—	500,000 00	—
Cash and current assets,	599,645 55	—	1,020 14	—
Other assets,	180,450 02	—	—	—
TOTAL PROPERTY AND ASSETS,	4,670,120 76	—	501,020 14	—
TRANSPORTATION EARNINGS FOR THE YEAR.				
From passengers,	\$495,745 34	\$21,185 22	\$21,576 97	\$145,703 16
mails,	15,830 40	742 44	904 28	4,872 07
express,	18,503 04	1,250 00	2,220 00	11,937 15
extra baggage and storage,	—	—	—	—
other sources passenger department,	—	—	—	—
Total earnings passenger department,	530,078 78	23,177 66	24,701 25	162,512 38
From freight,	631,439 92	7,954 88	17,117 74	214,679 77
other sources freight department,	—	—	—	—

<i>Total earnings freight department,</i>	.	.	.	631,439 92	7,954 88	17,117 74	214,679 77
TOTAL PASSENGER AND FREIGHT EARNINGS,	.	.	.	1,161,518 70	31,132 54	41,818 99	377,192 15
From other earnings from operation,	.	.	.	14,045 26	50 00	454 13	2,743 71
TOTAL GROSS EARNINGS FROM OPERATION,	.	.	.	1,175,563 96	31,182 54	42,273 12	379,935 86
EXPENSES AND NET INCOME.							
Transportation expenses,	.	.	.	\$924,358 50	\$11,577 78	\$28,482 68	\$251,210 39
<i>Net income from operation,</i>	.	.	.	251,205 46	19,604 76	13,790 44	128,725 47
Income from other sources,	.	.	.	37,369 03	-	-	1,504 80
TOTAL INCOME (LESS OPERATING EXPENSES),	.	.	.	288,574 49	19,604 76	13,790 44	130,230 27
DEDUCTIONS, DIVIDENDS, ETC.							
Interest accrued,	.	.	.	\$19,874 13	\$19,259 43 ³	\$15,024 75	\$9,715 36
Taxes,	.	.	.	62,055 68	345 33	941 61	-
Rentals,	.	.	.	-	-	-	75,209 00
Other deductions,	.	.	.	-	-	-	-
<i>Total deductions from income,</i>	.	.	.	81,929 81	19,604 76	15,966 36	84,924 36
NET INCOME,	.	.	.	206,644 68	-	2,175 92 ^d	45,305 91
Dividends declared,	.	.	.	206,400 00	-	-	-
Per cent.,	.	.	.	8	-	-	-
Balance for the year,	.	.	.	\$244 68	-	\$2,175 92 ^d	\$45,305 91
Surplus last year,	.	.	.	1,029,984 89	\$138,963 44 ^d	3,196 06	-
Surplus June 30, 1892,	.	.	.	1,004,257 98 ⁴	\$150,000 00 ^d	1,020 14	-

¹ Road sold under foreclosure and operations included in report of Old Colony Railroad after April 30, 1892. This report is to that date.
² Operating the Berkshire, the Stockbridge & Pittsfield, and the West Stockbridge Railroads.
³ Interest paid.
⁴ Deducted \$25,971.59 for "sundry vouchers."
⁵ Total Profit and Loss Account (Deficit), \$138,963 44
Add: Payment on account of overdue interest, 44,460 96
Deficit.

Deduct: Receipts from sale of road and assets in excess of the Construction Account, . . \$183,424 40
33,424 40
\$150,000 00

	13.—CONNECTICUT RIVER—Con.	14.—FALL RIVER, WARREN & PROV- IDENCE—Con.	15.—GRAFTON & UPTON—Con.	16.—HOUSATONIC OF CONNECTICUT—Con.
MILEAGE, TRAFFIC, ETC.				
Passenger-train mileage,	482,364	20,158	—	165,155
Freight-train mileage,	165,386	3,221	1,910	135,565
Mixed-train mileage,	—	—	49,130	—
Total revenue-train mileage,	647,750	23,379	51,040	300,720
Switching-train mileage,	219,455	280	365	141,680
Other train mileage,	11,944	94	270	6,300
TOTAL TRAIN MILEAGE,	879,149	23,753	51,675	548,700
Number of passengers carried,	2,237,882	196,566	89,655	346,900
Number of passengers carried one mile,	23,262,559	1,101,293	681,378	5,994,416
Tons of freight carried,	1,329,612	23,523	31,810	220,124
Tons of freight carried one mile,	26,072,026	135,081	182,086	9,560,000
Av. rate of fare per mile, local tickets,	2.056 cents.	3.12 cents.	3.60 cents.	2 96 cents.
commutation tickets,	—	—	2.90 "	.75 "
mileage tickets,	2.039 cents.	2.00 cents.	—	2.00 "
season tickets, . . . . .	.853 "	—	—	—
joint tickets,*	2 343 "	1.894 cents.	3.20 cents.	2.59 cents.
freight per mile, way-billed local,	3 051 "	34.342 "	—	2.93 "
way-billed jointly,*	2.224 "	5.846 "	—	1.81 "
EQUIPMENT.				
Number of locomotives,	47	—†	3	—
passenger and combination cars,	61	—	4	—
parlor, sleeping and dining cars,	—	—	—	—
mail, baggage and express cars,	3	—	2	—

directors' and pay cars, . . .	.	.	.	-	-	-
freight cars (basis 8 wheels), . . .	.	.	.	552	-	-
other cars, . . .	.	.	.	51	-	-
GENERAL INFORMATION, ETC.						
Total miles of road operated, . . .	.	.	.	79.85	16.50	46.60
Same in Massachusetts, . . .	.	.	.	55.93	16.50	46.60
Average number persons employed, . . .	.	.	.	775	24	193

* To and from other railroads and transportation companies. † Equipment furnished by Old Colony Railroad Company.

	17.—NEW LONDON NORTHERN. 1	18.—NEW YORK, NEW HAVEN & HARTFORD.	19.—PROVIDENCE & WORCESTER. 2	20.—UNION FREIGHT.
CAPITAL STOCK.				
Amount paid in,	\$1,500,000 00	\$23,375,000 00	\$3,500,000 00	\$300,000 00
Number of stockholders,	326	4,690	866	3
Stockholders in Massachusetts,	91	844	474	3
Amount of stock held in Massachusetts,	\$426,000 00	\$4,526,100 00	\$1,877,500 00	\$300,000 00
DEBT.				
Funded debt,	\$1,500,000 00	\$2,000,000 00	\$1,500,000 00	—
Current liabilities,	40,553 52	1,417,781 25	26,250 00	\$124,284 91
Accrued liabilities,	—	199,767 86	—	—
TOTAL GROSS DEBT,	1,540,553 52	3,617,549 11	1,526,250 00	124,284 91
PERMANENT INVESTMENTS.				
Construction,	\$2,953,336 72	\$22,878,112 01	\$3,570,000 00	\$401,069 67
Equipment,	248,420 44	3,897,617 29	828,887 40	14,000 00
Other property,	243,170 00	920,838 00	—	13,000 00
TOTAL PERMANENT INVESTMENTS,	3,444,927 16	27,696,567 30	4,398,887 40	428,069 67
Cash and current assets,	85,745 37	2,671,330 84	920,443 47	54,692 83
Other assets,	49,684 40	632,366 96	2,505 00	3,956 01
TOTAL PROPERTY AND ASSETS,	3,580,356 93	31,000,265 10	5,321,835 87	486,718 51
TRANSPORTATION EARNINGS FOR THE YEAR.				
From passengers,	\$242,880 41	\$6,023,750 83	\$602,813 24	—
mails,	12,768 18	243,930 89	4,996 44	—
express,	10,225 89	340,979 48	19,380 71	—
extra baggage and storage,	1,424 83	42,616 18	5,544 38	—
other sources passenger department,	—	252,002 54	—	—
Total earnings passenger department,	267,299 31	6,903,279 92	632,734 77	—
From freight,	390,805 65	4,900,936 22	848,445 86	\$100,113 68
other sources freight department,	—	42,614 30	—	—

<i>Total earnings freight department,</i>	390,805 65	4,943,550 52	848,445 86	100,113 68
TOTAL PASSENGER AND FREIGHT EARNINGS,	658,104 96	11,846,830 44	1,481,180 63	100,113 68
From other earnings from operation,	—	66,870 64	13,274 83	—
TOTAL GROSS EARNINGS FROM OPERATION,	658,104 96	11,913,701 08	1,494,455 46	100,113 68
EXPENSES AND NET INCOME.				
Transportation expenses,	\$417,349 63	\$8,273,010 69	\$1,022,563 82	\$60,651 45
<i>Net income from operation,</i>	240,755 33	3,640,690 39	471,891 64	39,462 23
Income from other sources,	12,020 14	227,451 79	41,620 48	910 00
TOTAL INCOME (LESS OPERATING EXPENSES),	252,775 47	3,868,142 18	513,512 12	40,372 23
DEDUCTIONS, DIVIDENDS, ETC.				
Interest accrued,	\$80,929 88 ³	\$118,213 83	\$90,000 00 ⁴	\$7,664 71
Taxes,	141 39	605,962 92	—	2,224 35
Rentals,	—	981,684 54	—	—
Other deductions,	31,479 04	—	7,210 54	—
<i>Total deductions from income,</i>	112,520 31	1,705,861 29	97,210 54	9,889 06
NET INCOME,	128,237 05	2,162,280 89	358,766 66	30,483 17
Dividends declared,	108,750 00	2,103,750 00	350,000 00	21,000 00
Per cent.,	— ⁵	— ⁶	10.0	7.0
Balance for the year,	\$19,487 05	\$58,530 89	\$8,766 66	\$9,483 17
Surplus last year,	520,316 36	3,860,483 73	286,819 21	52,950 43
Surplus June 30, 1892,	539,803 41	4,007,715 99 ⁸	295,585 87	62,433 60
¹ Leased to and operated by the Consolidated Railroad Company of Vermont. ² Leased to and operated by the New York, Providence & Boston Railroad Company of Connecticut. ³ Company's account; amount derived from rent, \$227,128.67; from other sources, \$13,628.69; total income, \$240,757.36. ⁴ Company's account; amount derived from rent, \$450,000; other sources, \$5,977.20; total income, \$455,977.20. ⁵ Seven and eight per cent. ⁶ Five per cent. on \$18,700,000, and 5 per cent. on \$23,375,000 capital stock. ⁷ Of which \$8,000 is held as a reserve for the purchase of new steel rails contracted for.				
			⁸ Total Profit and Loss (surplus), \$3,919,014 62 Add: Difference between sale price of stock owned and book (cost) value, \$82,942 78 Excess of receipts over expenses Union Wharf Co., 6,268 14 Dividend received on asset written off as worthless in a previous year, 109 58 Amount received from speculating agent, 499 45 89,819 95	\$4,008,834 57 1,118 58 \$4,007,715 99

	17.—NEW LONDON NORTHERN — Con.	18.—NEW YORK, NEW HAVEN & HARTFORD — Con.	19.—PROVIDENCE & WORCESTER — Con.	20.—UNION FREIGHT — Con.
MILEAGE, TRAFFIC, ETC.				
Passenger-train mileage,	271,090	4,025,479	506,758	—
Freight-train mileage,	246,248	2,465,629	296,271	27,698
Mixed-train mileage,	—	126,186	—	—
Total revenue-train mileage,	517,338	6,617,294	803,029	27,698
Switching-train mileage,	150,163	1,081,503	445,014	—
Other train mileage,	5,312	477,000	52,110	—
TOTAL TRAIN MILEAGE,	672,813	8,175,797	1,300,153	27,698
Number of passengers carried,	613,989	14,658,905	3,861,689	—
Number of passengers carried one mile,	9,234,293	354,142,716	32,414,445	—
Tons of freight carried,	555,879	4,120,477	1,458,160	351,183
Tons of freight carried one mile,	30,847,465	280,475,679	44,995,793	483,851
Av. rate of fare per mile, local tickets,	2.87 cents.	1.99 cents.	1.827 cents.	—
commutation tickets,	1.18 "	.49 "	1.026 "	—
mileage tickets,	2.006 "	2. "	2. "	—
season tickets, . . . . .	.77 "	.49 "	—	—
joint tickets,*	2.36 "	2. "	1.452 cents.	—
freight per mile, way-billed local,	2.72 "	2.70 "	1.934 "	2.07 cents.
way-billed jointly,*	1.13 "	1.45 "	1.842 "	1.64 "
EQUIPMENT.				
Number of locomotives,	29	239	42	4
passenger and combination cars,	23	487	62	—
parlor, sleeping and dining cars,	—	44	.	—
mail, baggage and express cars,	5	125	8	—

directors' and pay cars, . . .	.	.	.	.	-	-	-
freight cars (basis 8 wheels), . . .	.	.	.	.	407	1,221	-
other cars, . . . . .	.	.	.	.	12	17	-
GENERAL INFORMATION, ETC.							
Total miles of road operated, . . . . .	.	.	.	.	100.00	50.40	2.431
Same in Massachusetts, . . . . .	.	.	.	.	55.00	26.00	2.431
Average number of persons employed, . . . . .	.	.	.	.	540	1,500	48

* To and from other railroads and transportation companies.

NARROW-GAUGE ROADS.					21.—BOSTON, REVERE BEACH & LYNN.	22.—HOOSAC TUNNEL & WIL- MINGTON.	23.—MARTHA'S VINEYARD. 1	24.—NAN- TUCKET.	25.—WORCESTER & SHREWSBURY.
CAPITAL STOCK.									
Amount paid in, . . . . .	.	.	.	.	\$850,000 00	\$210,000 00	-	\$80,000 00	\$36,825 00
Number of stockholders, . . . . .	.	.	.	.	331	48	-	12	10
Stockholders in Massachusetts, . . . . .	.	.	.	.	308	16	-	12	10
Amount of stock held in Massachusetts, . . . . .	.	.	.	.	\$658,600 00	\$201,500 00	-	\$80,000 00	\$36,825 00
DEBT.									
Funded debt, . . . . .	.	.	.	.	\$639,000 00	-	-	\$10,000 00	\$22,000 00
Current liabilities, . . . . .	.	.	.	.	150,181 94	\$204,714 49	-	-	-
TOTAL GROSS DEBT, . . . . .	.	.	.	.	789,181 94	204,714 49	-	10,000 00	22,000 00
PERMANENT INVESTMENTS.									
Construction, . . . . .	.	.	.	.	\$1,241,485 42	\$362,052 85	-	\$77,647 11	\$58,964 05
Equipment, . . . . .	.	.	.	.	268,317 23	46,193 00	-	14,413 18	43,901 48
Other property, . . . . .	.	.	.	.	168,290 43	-	-	-	-
TOTAL PERMANENT INVESTMENTS, . . . . .	.	.	.	.	1,678,093 08	408,245 85	-	92,060 29	102,865 53
Cash and current assets, . . . . .	.	.	.	.	43,336 42	7,346 22	-	154 63	19,078 50
Other assets, . . . . .	.	.	.	.	19,636 05	-	-	505 50	-
TOTAL PROPERTY AND ASSETS, . . . . .	.	.	.	.	1,741,065 55	415,592 07	-	92,720 42	121,944 03
TRANSPORTATION EARNINGS FOR THE YEAR.									
From passengers, . . . . .	.	.	.	.	\$318,839 94	\$8,807 84	\$4,403 84	\$5,445 90	\$31,360 49
mails, . . . . .	.	.	.	.	-	928 93	175 00	160 41	120 00
express, . . . . .	.	.	.	.	-	586 90	100 00	-	-
other sources passenger department, . . . . .	.	.	.	.	-	-	-	-	-
TOTAL PASSENGER EARNINGS, . . . . .	.	.	.	.	318,839 94	10,323 67	4,678 84	5,606 31	31,480 49
From other earnings from operation, . . . . .	.	.	.	.	-	20,945 05 ²	451 65 ²	527 71 ²	108 31
TOTAL GROSS EARNINGS FROM OPERATION, . . . . .	.	.	.	.	318,839 94	31,268 72	5,130 49	6,134 02	31,588 80
EXPENSES AND NET INCOME.									
Transportation expenses, . . . . .	.	.	.	.	\$227,467 21	\$21,560 61	\$3,108 38	\$5,435 58	\$19,367 25
Net income from operation, . . . . .	.	.	.	.	91,372 73	9,708 11	2,022 11	698 44	12,221 55
Income from other sources, . . . . .	.	.	.	.	18,082 01	757 98	-	-	-
TOTAL INCOME (LESS OPERATING EXPENSES), . . . . .	.	.	.	.	109,454 74	10,466 09	2,022 11	698 44	12,221 55

[illegible]

LEASED ROADS.*	26. — ATTLEBOROUGH BRANCH. 1	27. — BERKSHIRE. 2	28. — BOSTON & LOWELL. 3	29. — BOSTON & PROVIDENCE. 1	30. — CHATHAM. 1
ASSETS.					
Construction,	\$131,416 48	\$600,000 00	\$7,453,969 89	\$5,046,088 30	\$99,151 08
Other property,	—	6,000 00	5,606,289 80	1,190,937 71	778 95
Cash and current assets,	1,022 15	18,010 28	2,109,174 36	164,931 15	1,008 03
Other assets,	—	—	61,775 47	—	—
TOTAL ASSETS,	132,438 63	624,010 28	15,231,209 52	6,401,957 16	100,938 06
LIABILITIES.					
Capital stock,	\$131,700 00	\$600,000 00	\$5,829,400 00	\$4,000,000 00	\$68,200 00
Funded debt,	—	—	7,538,400 00	2,165,000 00	29,500 00
Current liabilities,	—	168 27	968,738 27	161,743 34	300 00
Surplus June 30, 1892,	738 63	23,842 01	894,671 25	75,213 82	2,938 06
TOTAL LIABILITIES,	132,438 63	624,010 28	15,231,209 52	6,401,957 16	100,938 06
INCOME, EXPENSES, ETC., FOR THE YEAR.					
Total income from all sources,	\$9,219 00	\$42,519 85	\$813,341 53	\$504,600 00	\$3,052 45
Total expenses,	—	490 10	7,000 00	3,025 70	225 78
Interest accrued,	—	—	406,407 55	101,600 00	1,794 50
Taxes,	—	—	—	—	146 05
Net income,	9,219 00	42,029 75	399,933 98	399,974 30	886 12
Dividends declared,	9,219 00	32,430 00	397,558 00	400,000 00	—
Per cent.,	7.0	5.405	7.0	10.0	—
Surplus for the year,	—	\$9,599 75	\$2,375 98	\$25 70d	\$886 12

* Leased to and operated by ¹ Old Colony, ² Housatonic of Connecticut, ³ Boston & Maine.

d Deficit.

LEASED ROADS.*		31.—CENTRAL MASSACHUSETTS. 1	32.—FALL RIVER. 2	33.—HOLYOKE & WESTFIELD. 3	34.—LOWELL & ANDOVER. 1	35.—MILFORD & WOONSOCKET. 4
ASSETS.						
Construction,	.	\$9,419,202 33	\$446,332 29	\$522,268 89	\$767,050 24	\$171,881 13
Other property,	.	—	—	—	—	—
Cash and current assets,	.	—	—	17,792 25	68,711 97	23,063 11
Other assets,	.	—	—	—	—	—
TOTAL ASSETS,	.	9,419,202 33	446,332 29	540,061 14	835,762 21	194,944 24
LIABILITIES.						
Capital stock,	.	\$7,419,202 33†	\$200,000 00	\$260,000 00	\$500,000 00	\$148,600 00
Funded debt,	.	2,000,000 00	200,000 00	260,000 00	178,000 00	60,000 00
Current liabilities,	.	—	38,199 81	—	—	1,800 00
Surplus June 30, 1892,.	.	—	8,132 48	20,061 14	157,762 21	15,455 76d
TOTAL LIABILITIES,	.	9,419,202 33	446,332 29	540,061 14	835,762 21	210,400 00
INCOME, EXPENSES, ETC., FOR THE YEAR.						
Total income from all sources,	.	\$101,500 00	\$17,223 45	\$20,411 72	\$54,253 65	\$9,674 93
Total expenses,	.	1,500 00	—	869 21	158 58	179 40
Interest accrued,	.	100,000 00	10,000 00	—	10,680 00	3,108 00
Taxes,	.	—	447 18	1,247 44	11 00	—
Net income,	.	—	6,776 27	18,295 07	43,404 07	6,387 53
Dividends declared,	.	—	—	10,400 00	35,000 00	5,944 00
Per cent.,	.	—	—	4.0	7.0	4.0
Surplus for the year,	.	—	\$6,776 27	\$7,895 07	\$8,404 07	\$443 53

* Leased to and operated by ¹ Boston & Maine, ² Old Colony, ³ New York, New Haven & Hartford, ⁴ New York & New England.
† Common, \$3,470,100.00; preferred, \$3,949,102.33.

LEASED ROADS.*		36.—MILFORD, FRANKLIN & PROVIDENCE. 1	37.—NANTASKET BEACH (TRUSTEE). 2	38.—NASHUA & LOWELL. 3	39.—NASHUA & ACTON & BOSTON. 4	40.—NEWBURYPORT CITY. 3
ASSETS.						
Construction,	. . . . .	\$101,255 61	\$250,000 00	\$684,867 07	\$1,057,031 20	\$122,128 33
Other property,	. . . . .	—	—	518,242 95	—	—
Cash and current assets,	. . . . .	625 39	—	7,755 27	6,257 41	31 15
Other assets,	. . . . .	—	—	—	—	23,110 10
TOTAL ASSETS,	. . . . .	101,881 03	250,000 00	1,210,865 29	1,063,288 61	145,269 58
LIABILITIES.						
Capital stock,	. . . . .	\$100,000 00	—	\$800,000 00	\$500,000 00	\$97,000 00
Funded debt,	. . . . .	10,000 00	\$250,000 00	300,000 00	500,000 00	25,000 00
Current liabilities,	. . . . .	—	—	2,485 00	634,982 90	—
Surplus June 30, 1892,	. . . . .	8,118 97 <i>d</i>	—	108,380 29	571,694 29 <i>d</i>	23,269 58
TOTAL LIABILITIES,	. . . . .	110,000 00	250,000 00	1,210,865 29	1,634,982 90	145,269 58
INCOME, EXPENSES, ETC., FOR THE YEAR.						
Total income from all sources,	. . . . .	\$5,544 95	\$6,250 00	\$90,592 50	—	\$7,015 16
Total expenses,	. . . . .	25 00	—	1,619 11	—	202 00
Interest accrued,	. . . . .	600 00	6,250 00	17,000 00	\$30,000 00	1,750 00
Taxes,	. . . . .	—	—	—	—	848 65
Net income,	. . . . .	4,919 95	—	71,973 39	30,000 00 <i>d</i>	4,214 51
Dividends declared,	. . . . .	5,000 00	—	72,000 00	—	1,212 50
Per cent.,	. . . . .	5.0	—	9.0	—	1.25
Surplus for the year,	. . . . .	\$80 05 <i>d</i>	—	\$26 61 <i>d</i>	\$30,000 00 <i>d</i>	\$3,002 01

* Leased to and operated by ¹ New York & New England, ² Old Colony, ³ Boston & Maine, ⁴ Concord & Montreal of New Hampshire.
d Deficit.

LEASED ROADS.*		41.—NEW HAVEN & NORTHAMPTON. 1	42.—NORTH BROOKFIELD. 2	43.—NORWICH & WORCESTER. 3	44.—PITTSFIELD & NORTH ADAMS. 2	45.—PROVIDENCE, WEBSTER & SPRING- FIELD. 2
ASSETS.						
Construction,	.	\$5,731,586 62	\$100,000 00	\$3,629,390 18	\$438,752 57	\$243,361 12
Other property,	.	871,430 62	—	452,857 75	11,247 43	—
Cash and current assets,	.	511 49	482 40	148,074 52	—	1,769 47
Other assets, .	.	195,000 00	—	42,478 62	—	—
TOTAL ASSETS,	.	6,798,528 73	100,482 40	4,272,801 07	450,000 00	245,130 59
LIABILITIES.						
Capital stock,	.	\$2,460,000 00	\$100,000 00	\$2,646,900 00	\$450,000 00	\$160,000 00
Funded debt,	.	3,900,000 00	—	400,000 00	—	—
Current liabilities,	.	—	—	424,627 00	—	81,858 42
Surplus June 30, 1892, .	.	438,528 73	482 40	801,274 07	—	3,272 17
TOTAL LIABILITIES,	.	6,798,528 73	100,482 40	4,272,801 07	450,000 00	245,130 59
INCOME, EXPENSES, ETC., FOR THE YEAR.						
Total income from all sources,	.	\$329,296 54	\$3,118 06	\$252,778 13	\$22,500 00	\$6,061 18
Total expenses,	.	744 80	3 60	440 00	—	518 20
Interest accrued,	.	233,000 00	—	24,000 00	—	4,920 29
Taxes, .	.	31,246 54†	212 25	—	—	463 42
Net income, .	.	64,305 20	2,902 21	228,338 13	22,500 00	159 27
Dividends declared,	.	49,200 00	3,000 00	211,224 00	22,500 00	—
Per cent., .	.	2.0	3.0	8.0‡	5.0	—
Surplus for the year,	.	\$15,105 20	\$97 79d	\$17,114 13	—	\$159 27

* Leased to and operated by ¹New York, New Haven & Hartford, ²Boston & Albany, ³New York & New England.
† Rental paid Holyoke & Westfield Railroad.
‡ On 26,403 shares.
d Deficit.

LEASED ROADS.*		46.—RHODE ISLAND & MASSACHUSETTS. 1	47.—STOCKBRIDGE & PITTSFIELD. 2	48.—STONY BROOK. 3	49.—VERMONT & MASSACHUSETTS. 4
ASSETS.					
Construction,	.	\$112,321 13	\$448,700 00	\$276,601 19	\$3,288,328 01
Other property,	.	—	2,550 00	21,492 38	472,507 65
Cash and current assets,	.	2,618 50	7,683 31	865 01	588,746 67
Other assets,	.	—	—	—	—
TOTAL ASSETS,	.	114,939 63	458,933 31	298,958 58	4,349,582 33
LIABILITIES.					
Capital stock,	.	\$100,000 00	\$448,700 00	\$300,000 00	\$3,193,000 00
Funded debt,	.	—	—	—	1,000,000 00
Current liabilities,	.	—	331 35	—	11,580 05
Surplus June 30, 1892,	.	14,939 63	9,901 96	1,011 42 <i>d</i>	112,002 28
TOTAL LIABILITIES,	.	114,939 63	458,933 31	300,000 00	4,349,582 33
INCOME, EXPENSES, ETC., FOR THE YEAR.					
Total income from all sources,	.	\$10,000 00	\$31,590 90	\$21,500 00	\$194,580 00
Total expenses,	.	—	265 97	268 05	3,000 00
Interest accrued,	.	—	—	—	†
Taxes,	.	—	—	—	†
Net income,	.	10,000 00	31,324 93	21,231 95	191,580 00
Dividends declared,	.	10,000 00	24,005 45	21,000 00	191,580 00
Per cent.,	.	10.0	5.35	7.0	6.0
Surplus for the year,	.	—	\$7,319 48	\$231 95	—

* Leased to and operated by ¹ New York & New England, ² Housatonic of Connecticut, ³ Boston & Maine, ⁴ Fitchburg.
† Paid by Fitchburg Railroad Company.
d Deficit.

LEASED ROADS.*		50.—WARE RIVER.1	51.—WEST AMESBURY BRANCH.2	52.—WEST STOCK- BRIDGE.3	53.—WORCESTER, NASHUA & ROCHESTER.2
ASSETS.					
Construction,	.	\$1,115,163 82	\$114,000 00	\$39,600 00	\$4,138,584 99
Other property,,	.	—	—	—	415,336 03
Cash and current assets,	.	—	687 69	1,507 58	39,241 58
Other assets,	.	—	—	—	—
TOTAL ASSETS,	.	1,115,163 82	114,687 69	41,107 58	4,593,162 60
LIABILITIES.					
Capital stock,	.	\$750,000 00	\$57,000 00	\$39,600 00	\$3,099,800 00
Funded debt,	.	—	57,000 00	—	1,429,000 00
Current liabilities,	.	365,163 82	51 25	—	396,610 00
Surplus June 30, 1892,	.	—	636 44	1,507 58	332,247 40 <i>d</i>
TOTAL LIABILITIES,	.	1,115,163 82	114,687 69	41,107 58	4,925,410 00
INCOME, EXPENSES, ETC., FOR THE YEAR.					
Total income from all sources,	.	\$52,500 00	\$5,700 00	\$1,800 00	\$250,000 00
Total expenses,,	.	—	56 39	22 50	2,707 00
Interest accrued,	.	—	3,990 00	—	89,807 27
Taxes,	.	—	447 91	307 10	—
Net income,	.	52,500 00	1,205 70	1,470 40	157,485 73
Dividends declared,	.	52,500 00	1,140 00	1,504 80	183,864 00†
Per cent.,	.	7.0	2.0	3.80	6.0†
Surplus for the year,	.	—	\$65 70	\$34 40 <i>d</i>	\$26,378 27 <i>d</i>

* Leased and operated by ¹ Boston & Albany, ² Boston & Maine, ³ Housatonic of Connecticut.
† On 30,644 shares capital stock.
d Deficit.

	54. — BROOKLINE & PEPPERELL. 1	55. — CHELSEA BEACH. 2	56. — DANVERS. 2	57. — HOEN POND BRANCH. 3
ASSETS.				
Construction,	-	\$91,035 76	\$239,678 15	\$15,238 46
Other property,	-	-	-	-
Cash and current assets,	-	-	-	-
Other assets,	-	-	-	-
TOTAL ASSETS,	-	91,035 76	239,678 15	15,238 46
LIABILITIES.				
Capital stock,	\$110,000 00	\$91,000 00	\$67,500 00	\$2,000 00
Funded debt,	100,000 00	-	125,000 00	-
Current liabilities,	-	-	25,000 00	-
Surplus June 30, 1892,	-	35 76	22,178 15	13,238 46
TOTAL LIABILITIES,	210,000 00	91,035 76	239,678 15	15,238 46

¹ Under construction.
² This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that road.
³ Operated by the Boston & Maine, being used only for the transportation of ice. No income reported.

	58.—NEWBURYPORT. 1	59.—NEW YORK & BOSTON INLAND. 2	60.—PLYMOUTH & MIDDLEBOROUGH. 3	61.—SOUTHBIDGE, STURBRIDGE & BROOK- FIELD. 2
ASSETS.				
Construction,	\$597,386 32	\$135,710 00	\$159,647 90	-
Other property,	-	-	-	-
Cash and current assets,	-	4,500 00	-	-
Other assets,	-	-	-	-
TOTAL ASSETS,	597,386 32	140,210 00	159,647 90	-
LIABILITIES.				
Capital stock,	\$220,340 02	\$139,960 00	\$79,960 00	- ⁴
Funded debt,	300,000 00	-	75,000 00	-
Current liabilities,	-	250 00	4,687 90	-
Surplus June 30, 1892,	77,046 30	-	-	-
TOTAL LIABILITIES,	597,386 32	140,210 00	159,647 90	-

¹ This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that road.

² Obtained a certificate of incorporation, but has not yet commenced the construction of its road.

³ Road under construction.

⁴ Capital stock authorized, \$130,000; paid in on same, \$30,145.

COMPARATIVE STATEMENTS

OF THE

CONDITION AND OPERATIONS

OF SEVERAL OF THE LARGER

Railroad Corporations of the State.

COMPILED FROM THE RETURNS

FOR THE

Year ending June 30, 1892.

TABULATED COMPARATIVE RESULTS OF RAILROAD CORPORATIONS.

RAILROADS.	STOCK, DEBT AND COST PER MILE OF ROAD OWNED.					
	62.—Stock paid in	63.—Net Debt.	64.—Total Stock and Net Debt.	65.—Construction.	66.—Equipment.	67.—Total Permanent Investments.
Boston & Albany,	\$81,806 28	\$17,531 10	\$99,337 38	\$85,405 74	\$10,292 54	\$97,931 87
Boston & Lowell,	59,429 09	64,714 57	124,143 66	75,991 13	8,498 15	133,145 68
Boston & Maine,	59,998 61	46,825 11	106,823 72	81,362 47	12,157 90	111,408 16
Boston & Providence,	62,804 21	33,942 72	96,746 93	79,228 89	13,679 29	97,927 87
Fitchburg,	63,084 19	52,373 83	115,458 02	109,974 02	10,596 38	116,139 47
New York & New England,	65,634 01	48,876 49	114,510 50	96,235 63	14,727 91	111,240 61
Old Colony,	26,624 08	28,230 70	54,854 78	43,842 83	4,729 35	51,998 71
Average,	\$56,812 41	\$39,812 32	\$96,624 73	\$78,770 08	\$10,132 21	\$96,547 26
Connecticut River,	\$32,310 58	\$6,089 13	\$38,399 71	\$37,207 11	\$5,341 61	\$48,716 66
New Haven & Northampton,	19,475 89	30,872 37	50,348 26	45,377 14	6,732 88	52,276 28
New York, New Haven & Hartford,	156,731 93	5,005 03	161,736 96	153,400 24	26,133 95	185,708 51
Norwich & Worcester,	40,007 56	10,226 00	50,233 56	54,857 77	2,716 91	61,702 66
Providence & Worcester,	69,430 67	11,496 86	80,927 53	70,819 28	16,442 92	87,262 20
Average,	\$73,244 54	\$13,538 18	\$86,782 72	\$82,183 81	\$13,103 64	\$98,905 94
Average 12 roads,	\$59,880 47	\$34,906 65	\$94,787 12	\$79,407 46	\$10,687 01	\$96,987 65

Tabulated Comparative Results of Railroad Corporations — Continued.

RAILROADS.	EARNINGS AND EXPENSES PER MILE ROAD OPERATED.			EARNINGS AND EXP. PER TOTAL REVENUE-TRAIN MILE.		
	68.—Total Transportation Earnings.	69.—Operating Expenses.	70.—Net Earnings.	71.—Total Transportation Earnings.	72.—Operating Expenses.	73.—Net Earnings.
Boston & Albany,	\$25,373 18	\$17,496 17	\$7,877 01	\$1,804	\$1,214	\$0.560
Boston & Maine,	13,044 14	8,541 85	4,502 29	1,483	.971	.512
Fitchburg,	16,836 46	11,717 77	5,118 69	1,308	.910	.398
New York & New England,	12,236 95	8,961 15	3,275 80	1,319	.966	.353
Old Colony,	14,486 94	10,975 43	3,511 51	1,591	1,205	.386
Average,	\$15,239 59	\$10,622 86	\$4,616 73	\$1,502	\$1,047	\$0.455
Connecticut River,	\$14,722 15	\$11,576 18	\$3,145 97	\$1,814	\$1,426	\$0.388
New York, New Haven & Hartford,	23,448 48	16,282 89	7,165 59	1,801	1,251	.550
Providence & Worcester,	29,651 90	20,288 97	9,362 93	1,861	1,273	.588
Average,	\$22,846 68	\$16,010 42	\$6,836 26	\$1,807	\$1,266	\$0.541
Average 8 roads,	\$16,522 62	\$11,531 54	\$4,991 08	\$1,564	\$1,091	\$0.473

Tabulated Comparative Results of Railroad Corporations — Continued.

RAILROADS.	EXPENSES PER TOTAL TRAIN MILE.						
	74.—Repairs of Road.*	75.—New Rails.	76.—Repairs of Bridges.	77.—Repairs of Locomo- tives.	78.—Fuel.	79.—Repairs of Passenger, Baggage and Mail Cars.†	80.—Repairs of Freight and other Cars.‡
Boston & Albany,	\$0.1270	\$0.0570	\$0.0296	\$0.0830	\$0.1133	\$0.0982	\$0.2327
Boston & Maine, . . . . .	.0983	.0120	.0234	.0321	.1029	.0749	.1029
Fitchburg, . . . . .	.0880	.0148	.0060	.0455	.1083	.0340	.0936
New York & New England, . . . . .	.0659	—	.0058	.0464	.1281	.0360	.0896
Old Colony, . . . . .	.1296	.0105	.0061	.0526	.1003	.1263	.1885
Average,	\$0.1020	\$0.0180	\$0.0158	\$0.0488	\$0.1089	\$0.0801	\$0.1311
Connecticut River,	\$0.2674	\$0.0218	\$0.0138	\$0.0497	\$0.1157	\$0.1527	\$0.2040
New York, New Haven & Hartford, . . . . .	.1100	.0089	.0230	.0571	.0890	.0867	.1262
Providence & Worcester, . . . . .	.0717	.0183	.0089	.0313	.0916	.0587	.1533
Average,	\$0.1234	\$0.0112	\$0.0205	\$0.0532	\$0.0916	\$0.0902	\$0.1330
Average 8 roads,	\$0.1055	\$0.0166	\$0.0168	\$0.0497	\$0.1053	\$0.0823	\$0.1314

* Including cost of new ties.

† Per passenger train mile.

‡ Per freight train mile.

Tabulated Comparative Results of Railroad Corporations — Continued.

RAILROADS.	REPAIRS.			AVERAGES, ETC.			
	81.— Per Locomotive.	82.— Per Passenger, Baggage and Mail Car.	83.— Per Freight and other Car.	84.— Per Passenger: Average Distance travelled.	85.— Per Ton of Freight: Average Distance carried.	86.— Average No. of Passengers per Train Mile.	87.— Average No. of Tons of Freight per Train Mile.
Boston & Albany,	\$2,297 40	\$802 58	\$93 81	18.52	104.90	75	174
Boston & Maine,	877 22	533 28	49 33	12.89	66.65	68	113
Fitchburg,	1,387 27	296 54	51 79	14.97	109.00	49	146
New York & New England,	1,325 13	299 99	37 85	11.84	95.07	46	128
Old Colony,	1,524 95	775 33	81 95	11.90	30.77	72	74
Average,	\$1,382 07	\$586 02	\$60 63	13.46	80.30	65	130
Connecticut River,	\$928 60	\$1,149 99	\$55 83	10.39	19.61	48	158
New York, New Haven & Hartford,	1,952 79	534 02	70 96	24.23	68.00	87	110
Providence & Worcester,	967 53	425 28	36 66	8.39	30.86	64	152
Average,	\$1,679 87	\$574 13	\$62 89	19.74 .	50.89	81	116
Average 8 roads,	\$1,438 89	\$583 09	\$61 02	14.69	73.51	68	128

Tabulated Comparative Results of Railroad Corporations — Concluded.

RAILROADS.	88. — Passenger Earnings.	89. — Freight Earnings.	90. — Other Earnings from Operation.	91. — Total Trans- portation Earnings.	92. — Operating Expenses.	93. — Net Earnings.	94. — Per cent. Operating Ex- penses to Trans. Earnings.
Boston & Albany, . . .	\$4,566,669 03	\$4,911,004 03	\$385,643 41	\$9,863,316 47	\$6,801,287 68	\$3,062,028 79	69.0
Boston & Maine, . . .	8,488,289 05	7,262,675 59	32,830 45	15,783,795 09	10,335,890 45	5,447,904 64	65.5
Fitchburg, . . .	2,369,185 99	4,666,172 77	310,728 04	7,346,086 80	5,112,697 11	2,233,389 69	69.6
New York & New Eng- land, . . .	2,434,011 46	3,677,406 32	105,199 48	6,216,617 26	4,552,441 65	1,664,175 61	73.2
Old Colony, . . .	5,432,428 69	3,185,058 85	121,324 69	8,738,812 23	6,620,602 50	2,118,209 73	75.8
Connecticut River . . .	530,078 78	631,439 92	14,045 26	1,175,563 96	924,358 50	251,205 46	78.6
New York, New Haven & Hartford, . . .	6,903,279 92	4,943,550 52	66,870 64	11,913,701 08	8,273,010 69	3,640,690 39	69.4
Providence & Worcester, . .	632,734 77	848,445 86	13,274 83	1,494,455 46	1,022,563 82	471,891 64	68.5

RAILROAD CORPORATIONS.

COMPARISON OF THE RETURNS

OF THE

YEARS 1891 AND 1892,

AND

SUMMARY OF THE RETURNS

OF

THE YEARS 1886 TO 1892, INCLUSIVE.

Summary taken from Returns of 1891 and 1892.

	1891.	1892.	Increase.	Decrease.
<i>Roadway.</i>				
	Miles.	Miles.	Miles.	Miles.
Length of road and branches, .	3,216.966	3,281.362	64.396	-
in Massachusetts, .	2,086.860	2,094.907	8.047	-
Length of double track, .	1,121.977	1,175.257	53.280	-
in Massachusetts, .	816.017	833.877	17.860	-
Length of sidings,	1,582.965	1,648.816	65.851	-
in Massachusetts, .	1,089.542	1,115.073	25.531	-
Total length as single track, .	5,921.908	6,105.435	183.527	-
in Massachusetts, .	3,992.419	4,043.857	51.438	-
Length of steel rails in track, .	4,937.094	5,272.827	335.733	-
Length of iron rails in track, .	984.814	832.608	-	152.206
Total miles of road operated, .	3,989.085	4,031.031	41.946	-
in Massachusetts, .	2,075.009	2,090.606	15.597	-
Highway crossings at grade, .	2,219	2,216	-	3
protected, .	978	993	15	-
unprotected, .	1,241	1,223	-	18
<i>Assets.</i>				
Construction,	\$227,292,767 20	\$232,048,727 29	\$4,755,960 09	-
Equipment,	28,335,787 10	28,599,194 80	263,407 70	-
Bonds,	1,641,321 01	1,496,264 95	-	\$145,056 06
Stocks,	9,258,474 59	10,267,582 59	1,009,108 00	-
Lands,	2,084,573 54	2,305,745 71	221,172 17	-
Other property,	3,658,691 95	4,172,584 75	513,892 80	-
Total permanent investments, .	\$272,271,615 39	\$278,890,100 09	\$6,618,484 70	-
Cash,	\$3,645,976 79	\$4,741,934 29	\$1,095,957 50	-
Bills receivable,	2,648,019 34	2,295,977 98	-	\$352,041 36
Other current assets,	12,605,700 03	11,935,802 51	-	669,897 52
Total cash and current assets, .	\$18,899,696 16	\$18,973,714 78	\$74,018 62	-
Materials and supplies,	5,625,581 07	4,762,534 94	-	\$863,046 13
Other assets,	4,388,816 68	5,008,027 54	619,210 86	-
Total other assets,	\$10,014,397 75	\$9,770,562 48	-	\$243,835 27
Profit and loss balance (deficit),	1,512,951 43	1,761,013 62	\$248,062 19	-
Total as per balance sheet, .	\$302,698,660 73	\$309,395,390 97	\$6,696,730 24	-
<i>Liabilities.</i>				
Capital stock, common,	\$129,572,670 02	\$144,611,750 02	\$15,039,080 00	-
Capital stock, preferred,	28,915,756 13	29,901,802 33	986,046 20	-
Total capital stock,	\$158,488,426 15	\$174,513,552 35	\$16,025,126 20	-
Funded debt,	106,158,021 17	100,108,796 52	-	\$6,049,224 65
Current liabilities,	24,884,140 57	17,319,786 62	-	4,348,613 51
Accrued liabilities,	-	3,215,740 44	-	-
Profit and loss balance (surplus),	13,168,072 84	14,237,515 04	1,069,442 20	-
Total as per balance sheet, .	\$302,698,660 73	\$309,395,390 97	\$6,696,730 24	-
Total number of stockholders, .	42,145	45,077	2,932	-
in Massachusetts, .	30,885	33,144	2,259	-
Stock held in Massachusetts, .	\$100,041,705 33	\$107,989,505 33	\$7,947,800 00	-
Persons employed,	42,289	44,784	2,495	-

Summary taken from Returns of 1891 and 1892.

	1891.	1892.	Increase.	Decrease.
<i>General Exhibit for the Year.</i>				
Gross earnings from operation,	\$61,483,104 33	\$64,143,286 66	\$2,660,182 33	—
Operating expenses, . . .	42,432,062 76	44,690,012 00	2,257,949 24	—
Income from operation, . . .	\$19,051,041 57	\$19,453,274 66	\$402,233 09	—
Income from lease of road, . . .	3,483,969 23	3,500,334 94	16,365 71	—
Income from other sources, . . .	1,358,858 93	1,396,843 12	37,984 19	—
Total income (less operating ex-				
penses),	23,893,869 73	24,350,452 72	456,582 99	—
Interest accrued,	5,964,230 19	5,929,697 05	—	\$34,533 14
Taxes,	3,117,557 97	3,045,598 96	—	71,959 01
Rentals,	5,095,523 71	5,123,039 92	27,516 21	—
Other deductions,	86,750 98	84,085 99	—	2,664 99
Total deductions,	14,264,062 85	14,182,421 92	—	81,640 93
Dividends earned,	9,629,806 88	10,168,030 80	538,223 92	—
per cent.,	6.03	5.83	—	0.25
Dividends declared,	9,013,516 74	9,529,574 98	516,058 24	—
per cent.,	5.69	5.46	—	0.23
Balance for the year,	616,290 14	638,455 82	22,165 68	—
<i>Transportation Earnings.</i>				
From passengers,	\$27,932,587 72	\$29,081,550 49	\$1,148,962 77	—
mails,	897,469 49	901,380 19	3,910 70	—
express,	1,573,838 92	1,617,435 56	73,596 64	—
extra baggage and storage,	168,130 25	195,729 72	27,599 47	—
other sources,	366,028 05	385,637 23	19,609 18	—
Total passenger department, . . .	\$30,938,054 43	\$32,211,733 19	\$1,273,678 76	—
From freight,	\$29,389,986 70	\$30,464,226 01	\$1,074,239 31	—
other sources,	342,737 10	414,123 98	71,386 88	—
Total freight department,	\$29,732,723 80	\$30,878,349 99	\$1,145,626 19	—
From other earnings,	812,326 10	1,053,203 48	240,877 38	—
Total earnings from operation,	\$61,483,104 33	\$64,143,286 66	\$2,660,182 33	—
<i>Mileage, Traffic, etc.</i>				
Train miles, passenger,	22,288,108	23,548,735	1,260,627	—
freight,	16,727,141	17,466,057	738,916	—
mixed,	260,613	268,957	8,344	—
Total revenue-train miles,	39,275,862	41,283,749	2,007,887	—
Miles run by other trains,	9,705,822	10,081,713	375,891	—
Total train miles,	48,981,684	51,365,462	2,383,778	—
Passengers, total number,	107,271,842	110,915,454	3,643,612	—
total mileage,	1,528,234,020	1,591,795,252	63,561,232	—
Freight, total tons carried,	29,181,594	31,131,146	1,949,552	—
total mileage,	2,073,437,566	2,241,775,988	168,338,422	—
<i>Equipment.</i>				
Locomotives,	1,713	1,779	66	—
Passenger cars,	2,662	2,835	173	—
Mail and baggage cars,	488	496	8	—
Freight cars (basis 8 wheels), . . .	35,347	35,553	206	—

Summary taken from Returns of 1886, 1887, 1888, 1889, 1890, 1891, 1892.

	1886.	1887.	1888.	1889. \$	1890. \$	1891. \$	1892. \$
Main line in Massachusetts, .	1,989.508	2,018.258	2,063.918	2,066.772	2,088.872	2,086.860	2,094.907
Double track in Massachusetts, .	733.919	740.389	743.469	783.669	795.599	816.017	833.877
Sidings in Massachusetts, .	892.676	964.330	1,010.026	1,018.559	1,052.225	1,089.542	1,115.073
Total in Massachusetts, .	3,616.103	3,722.977	3,817.413	3,869.000	3,936.696	3,992.419	4,043.857
Amount of capital stock, .	\$130,687,969 02	\$150,469,414 02	\$151,076,704 02	\$151,781,704 02	\$157,243,516 15	\$158,488,426 15	\$174,513,552 35
Amount of stock held in Mass., .	84,734,764 02	92,728,240 02	94,212,555 02	93,726,145 02	100,105,945 02	100,041,705 33	107,989,505 33
Number of stockholders, .	38,876	39,705	40,242	40,555	41,647	42,145	45,077
Stockholders in Massachusetts, .	28,478	29,806	29,219	29,612	30,268	30,885	33,144
Gross debt,	\$93,473,072 39	\$108,107,021 13	\$116,099,547 92	\$122,006,159 69	\$121,920,899 36	\$131,042,161 74	\$120,644,323 58
Net debt,	71,012,497 49	81,646,094 60	92,088,750 60	106,092,582 62	104,715,044 63	112,142,465 58	101,670,608 80
Cost of construction,	\$178,013,772 71	\$207,660,619 30	\$211,245,282 40	\$215,034,559 94	\$222,450,132 41	\$227,292,767 20	\$232,048,727 29
Cost of equipment,	22,465,263 04	22,743,981 34	24,387,881 96	24,918,060 93	27,358,600 74	28,335,787 10	28,599,194 80
Cost of other property,	13,775,033 77	14,473,888 09	14,826,428 61	16,150,135 44	16,261,848 14	16,643,061 09	18,242,178 00
Total permanent investment, .	214,254,069 52	244,878,488 73	250,459,592 97	256,102,756 31	266,070,581 29	272,271,615 39	278,890,100 09
Cash and cash assets,	22,460,574 90	26,460,926 53	24,010,797 32	15,913,577 07	17,205,854 73	18,899,696 16	18,973,714 78
Improvement and similar accounts, .	-	-	4,646,847 37	12,281,553 92	8,732,531 30	10,014,397 75	9,770,562 48
Total property and assets, . . .	236,714,644 42	271,339,415 26	279,117,237 66	284,297,887 30	292,008,967 32	301,185,709 30	307,634,377 35
Total income from all sources, .	\$49,315,820 50	\$53,650,438 27	\$58,805,604 24	-	-	-	-
Total expense,*	35,887,239 18	40,417,503 92	45,918,962 15	-	-	-	-
Net income,	13,428,581 32	13,232,934 35	12,886,642 09	-	-	-	-
Gross earnings from operation, .	-	-	-	\$55,856,900 85	\$59,230,760 62	\$61,483,104 33	\$64,143,286 66
Operating expenses,	-	-	-	37,652,736 07	39,660,713 43	42,432,062 76	44,690,012 00
Income from operation,	-	-	-	18,204,164 78	19,570,047 19	19,051,041 57	19,453,274 66
Income from lease of road, . . .	-	-	-	3,856,251 83	4,909,128 96	3,483,969 23	3,500,334 94
Income from other sources, . . .	-	-	-	1,260,676 61	1,479,445 78	1,358,858 93	1,396,843 12
Total income (less operating ex- penses),	-	-	-	23,321,093 22	25,958,621 93	23,893,869 73	24,350,452 72
Interest accrued,	4,810,019 68	4,880,512 85	5,506,299 90	5,909,669 49	5,776,570 08	5,964,230 19	5,929,697 05

Taxes,	-	-	-	2,700,150 44	2,889,156 03	3,117,557 97	3,015,598 96
Rentals,	-	-	-	5,144,303 70	6,318,439 77	5,095,523 71	5,123,039 92
Other deductions,	-	-	-	225,199 58	214,378 15	86,750 98	81,085 99
Total deductions,	-	-	-	14,279 323 21	15,228,544 03	14,264,062 85	14,182,421 92
Dividends earned,	-	-	-	9,041,770 01	10,730,077 90	9,629,806 88	10,168,030 80
Percentage to capital stock,	8,352,411 50	7,380,342 19	4.88	5.96	6 82	6.08	5 83
Dividends declared,	5.55	7,986,226 10	4.86	7,380,366 75	8,450,560 39	9,013,516 74	9,529,574 98
Per cent.,	5.02	5.29	5.37	4.86	5.37	5.69	5.46
Balance for the year,	801,519 89	†605,883 91	†605,883 91	1,661,403 26	2,279,517 51	616,290 14	638,455 82
Total surplus, Sept. 30,	12,762,980 11	11,940,985 72	11,940,985 72	10,510,023 59	12,844,551 81	11,655,121 41	12,476,501 42
Taxes paid,	\$2,502,129 12	\$2,785,326 61	\$2,785,326 61	\$2,700,150 44	\$2,889,156 03	\$3,117,557 97	\$3,045,598 96
Mileage, passenger trains,	18,522,488	20,262,326	20,262,326	20,316,766	21,020,064	22,288,108	23,548,735
Mileage, freight trains,	13,057,794	13,693,603	13,693,603	14,008,891	15,306,155	16,727,141	17,466,057
Mileage, other trains,	7,810,797	8,538,740	8,538,740	8,756,766	9,122,146	9,966,435	10,350,670
Total train mileage,	39,391,079	42,494,669	42,494,669	43,082,423	45,448,365	48,981,684	51,365,462
Total passenger mileage,	1,242,031,078	1,303,094,023	1,303,094,023	1,356,281,981	1,458,149,088	1,528,234,020	1,591,795,252
Through passenger mileage,†	285,555,822	292,711,776	292,711,776	-	-	-	-
Total freight mileage,	1,517,932,012	1,685,923,614	1,685,923,614	1,771,581,781	1,976,652,769	2,073,437,566	2,441,775,988
Through freight mileage,†	1,085,661,320	1,234,286,687	1,234,286,687	-	-	-	-
Total passengers carried,	82,923,364	89,686,412	89,686,412	93,529,299	98,843,712	107,271,842	110,915,454
Total tons of freight carried,	21,605,140	25,787,383	25,787,383	25,482,103	27,944,501	29,181,594	31,131,146
Total season-ticket passengers,	11,104,632	11,486,485	11,486,485	-	-	-	-
Number persons employed,	35,300	38,928	38,928	38,909	40,350	42,289	44,784
Locomotives,	1,445	1,550	1,635	1,621	1,643	1,713	1,779
Passenger cars,	2,058	2,191	2,153	2,576	2,601	2,662	2,835
Mail and baggage cars,	518	564	581	460	463	488	496
Freight cars,	31,319	34,200	34,508	31,890	34,976	35,347	35,553
Steel rails,	3,573,910	3,903,167	4,190,303	4,270,394	4,592,550	4,937,094	5,272,827
Iron rails,	1,551,932	1,586,382	1,368,477	1,355,558	1,231,848	984,814	832,608

* Including operating expenses, taxes and rentals.

† Mileage to and from other roads.

‡ Deficit.

§ Year ending June 30.

TABULATED AND COMPARATIVE STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE YEAR ENDING

SEPTEMBER 30, 1892.

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Capital Stock paid in,	65	260
Net Debt,	66	260
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PER MILE OF RAILWAY OPERATED.

Cost of Equipment,	68	260
Repairs of Road-bed and Track,	69	260
Repairs of Equipment,	70	260
Renewal of Horses,	71	260

GROSS INCOME.

Per Mile operated,	72	262
Per Round Trip,	73	262
Per Mile run,	74	262
Per Passenger carried,	75	262

EXPENSES.

Per Mile operated,	76	262
Per Round Trip,	77	262
Per Mile run,	78	264
Per Passenger carried,	79	264

NET INCOME.

Per Mile operated,	80	264
Per Round Trip,	81	264
Per Mile run,	82	264
Per Passenger carried,	83	264

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

STREET RAILWAY COMPANIES.		CAPITAL STOCK, DEBT, ETC.						
		1.—Capital Stock paid in.	2.—Num-ber of Stock-holders.	3.—Funded Debt.	4.—Unfunded Debt.	5.—Gross Debt.	6.—Cash and Cash Assets.	7.—Net Debt.
1	Albany Street Freight,	\$50,000 00	8	—	\$2,000 00	\$2,000 00	\$1,069 18	\$930 82
2	Attleborough, North Attleborough & Wrentham,	60,000 00	11	\$50,000 00	30,777 57	80,777 57	9,796 75	70,980 82
3	Brockton,	250,000 00	75	300,000 00	198,087 58	498,087 58	50,709 28	447,378 30
4	Brockton & Holbrook,	70,000 00	14	—	826 09	826 09	2,274 85	—
5	Beverly & Danvers,	12,000 00	33	—	12,836 21	12,836 21	—	12,836 21
6	Boston & Chelsea,	121,000 00	102	—	—	—	—	—
7	Boston & Revere Electric,	50,000 00	9	25,000 00	25,596 65	50,596 65	7,631 55	42,965 10
8	Black Rocks & Salisbury Beach, ¹	—	—	—	—	—	—	—
9	Cottage City,	25,000 00	7	—	34,866 00	34,866 00	1,746 45	33,119 55
10	East Middlesex,	200,000 00	54	225,000 00	42,179 64	267,179 64	6,975 31	260,204 33
11	East Side,	45,000 00	110	30,000 00	100,310 51	130,310 51	53,402 82	76,907 69
12	East Wareham, Onset Bay & Point Independence,	20,600 00	49	—	—	—	1,683 73	—
13	Essex Electric,*	—	—	—	—	—	—	—
14	Fitchburg & Leominster.	135,000 00	40	30,000 00	11,920 72	41,920 72	4,682 08	37,238 64
15	Framingham Union,	60,000 00	109	50,000 00	2,500 00	52,500 00	2,242 27	50,257 73
16	Globe,	300,000 00	8	750,000 00	12,348 78	762,348 78	736,198 93	26,149 85
17	Gloucester,	180,000 00	6	60,000 00	38,667 69	98,667 69	8,442 42	90,225 27
18	Haverhill & Amesbury,	150,000 00	27	125,000 00	187,660 44	312,660 44	78,186 39	234,474 05
19	Haverhill & Groveland,	144,000 00	16	—	15,252 88	15,252 88	4,395 19	10,857 69
20	Holyoke,	200,000 00	71	—	8,000 00	8,000 00	7,056 99	943 01
21	Hoosac Valley,	50,000 00	10	50,000 00	28,200 00	78,200 00	3,334 96	74,865 04
22	Hull,	20,000 00	5	20,000 00	—	20,000 00	7,259 66	12,740 34
23	Interstate,	360,600 00	77	—	186,147 05	186,147 05	16,822 56	169,324 49
24	Leominster, ²	—	—	—	—	—	—	—
25	Lowell & Suburban,	300,000 00	79	600,000 00	421,669 28	1,021,669 28	129,496 35	892,172 93
26	Lynn Belt,	200,000 00	29	100,000 00	24,980 38	124,980 38	5,413 24	119,567 14
27	Lynn & Boston,	700,000 00	24	700,000 00	277,067 27	977,067 27	254,456 17	722,611 10
28	Manet,	45,000 00	23	—	466 64	466 64	1,729 20	—
29	Malden & Melrose,	200,000 00	51	—	—	—	—	—
30	Marlborough,	50,000 00	7	50,000 00	20,246 62	70,246 62	2,306 63	67,939 99

31	Merrimack Valley, .	.	.	.	.	180,000 00	7	350,000 00	106,030 28	456,060 28	383 89	455,676 39
32	Milford & Hopedale, .	.	.	.	.	60,000 00	10	60,000 00	-	60,000 00	591 45	59,408 55
33	Naumkeag, .	.	.	.	.	250,000 00	7	1,200,500 00	166,138 24	1,366,638 24	492,881 35	873,756 89
34	Nantucket Beach, .	.	.	.	.	30,000 00	10	-	1,200 00	1,200 00	50	1,199 50
35	Natick Electric, .	.	.	.	.	60,000 00	50	-	32,090 20	32,090 20	5,072 17	27,018 03
36	Natick & Cohituate, .	.	.	.	.	31,100 00	53	-	4,036 72	4,036 72	1,831 10	2,205 62
37	Newton, .	.	.	.	.	135,000 00	53	100,000 00	200 00	100,200 00	5,210 27	94,989 73
38	Newton and Boston, .	.	.	.	.	50,000 00	18	44,650 00	4,600 00	49,250 00	24,493 06	24,756 94
39	Newburyport & Amesbury, .	.	.	.	.	80,000 00	36	350,000 00	60,167 01	410,167 01	18,697 73	391,469 28
40	Northampton, .	.	.	.	.	50,000 00	11	25,000 00	7,805 26	32,805 26	403 81	32,401 45
41	North End, .	.	.	.	.	9,500 00	21	-	35,840 52	35,840 52	12,028 35	23,812 17
42	North Woburn, .	.	.	.	.	100,000 00	65	-	40,004 93	40,004 93	4,792 49	35,212 44
43	Peoples, ³ .	.	.	.	.	-	-	-	-	-	-	-
44	Pittsfield Electric, .	.	.	.	.	40,000 00	35	35,000 00	2,133 01	2,133 01	1,069 30	1,063 71
45	Plymouth & Kingston, .	.	.	.	.	70,000 00	68	-	9,500 00	44,500 00	8,584 89	35,915 11
46	Quincy, .	.	.	.	.	37,200 00	81	-	-	-	7,834 29	-
47	Quincy & Boston, .	.	.	.	.	50,000 00	44	-	72,967 89	72,967 89	8,668 23	64,299 66
48	Rockland & Abington, ⁴ .	.	.	.	.	6,000 00	26	-	-	-	5,905 80	-
49	Somerville, .	.	.	.	.	153,000 00	12	-	-	-	-	-
50	Springfield, .	.	.	.	.	1,000,000 00	233	-	61,423 10	61,423 10	157,594 99	-
51	Taunton, .	.	.	.	.	100,000 00	159	-	44,000 00	44,000 00	5,253 11	38,746 89
52	Union, .	.	.	.	.	260,000 00	14	100,000 00	33,621 49	133,621 49	3,318 56	130,302 93
53	West End, .	.	.	.	.	15,485,000 00†	5,394†	4,265,000 00	2,516,955 38	6,781,955 38	1,607,970 71	5,173,984 67
54	Whitman, .	.	.	.	.	40,000 00	8	25,000 00	625 00	25,625 00	3,388 87	22,236 13
55	Whitinsville, .	.	.	.	.	20,000 00	5	-	4,002 91	4,002 91	-	4,002 91
56	Winnisimmet, .	.	.	.	.	50,000 00	47	-	40 50	40 50	163 85	-
57	Woronoco, .	.	.	.	.	25,000 00	25	-	11,000 00	11,000 00	1,025 91	9,974 09
58	Wakefield & Stoneham, .	.	.	.	.	50,000 00	32	-	-	-	3,076 85	-
59	Worcester Consolidated, .	.	.	.	.	700,000 00	72	150,000 00	28,423 57	178,423 57	55,776 57	122,647 00
60	Worcester, Leicester & Spencer, .	.	.	.	.	270,536 00	89	-	111,918 98	111,918 98	28,508 00	83,410 98
61	Worcester & Millbury, ⁵ .	.	.	.	.	150,000 00	89	-	145,390 39	145,390 39	69,946 82	75,443 57
62	Worcester & Shrewsbury, ⁵ .	.	.	.	.	-	-	-	-	-	-	-
	Totals, . . . . .	.	.	.	.	\$23,540,536 00	7,828	\$9,870,150 00	\$5,182,753 38	\$15,052,903 38	\$3,931,785 88	\$11,121,117 50

¹ Consolidated with the Haverhill & Amesbury July 14, 1892. ² Consolidated with the Fitchburg April 1, 1892.
³ Incorporated under special act, but no report has been received. ⁴ Incorporated under the General Law, but construction not yet commenced.
⁵ Incorporated under the General Law, and construction commenced, but details not yet ascertained. Capital stock of \$20,000 and \$10,000 paid in.
* Report not received in season to be embodied in these tables. † Preferred, \$6,400,000; common, \$9,085,000. ‡ Preferred, 3,290; common, 2,104.

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES — Continued.

STREET RAILWAY COMPANIES.		COST OF RAILWAY, EQUIPMENT, ETC.					
		8. — Railway.	9. — Equipment.	10. — Land and Buildings.	11. — Other Property.	12. — Total Permanent Investments.	13. — Total Property and Assets.
1	Albany Street Freight,	\$49,066 29	—	—	—	\$49,066 29	\$50,135 47
2	Attleborough, North Attleborough & Wrentham,	70,535 14	\$58,572 44	\$9,216 76	—	138,324 34	148,121 09
3	Brockton,	397,948 67	142,466 35	155,057 31	\$26,482 47	721,954 80	772,664 08
4	Brockton & Holbrook,	47,862 31	21,071 69	—	—	68,934 00	71,208 85
5	Beverly & Danvers,	21,191 90	2,979 22	—	—	24,171 12	24,171 12
6	Boston & Chelsea,	121,000 00	—	—	—	121,000 00	121,000 00
7	Boston & Revere Electric,	70,533 86	17,919 79	4,901 80	—	93,355 45	100,987 00
8	Black Rocks & Salisbury Beach,	—	—	—	—	—	—
9	Cottage City,	50,041 00	6,625 00	3,200 00	—	59,866 00	61,612 45
10	East Middlesex,	316,513 64	86,685 34	58,662 11	—	461,861 09	468,836 40
11	East Side,	77,589 76	35,428 43	4,455 34	—	117,473 53	170,876 35
12	East Wareham, Onset Bay & Point Independence,	13,851 63	6,352 64	1,614 85	—	21,819 12	23,502 85
13	Essex Electric,	—	—	—	—	—	—
14	Fitchburg & Leominster,	119,875 48	49,669 95	12,700 34	500 00	182,745 77	187,427 85
15	Framingham Union,	85,070 76	19,656 95	10,890 32	—	115,618 03	117,860 30
16	Globe,	279,515 22	64,705 50	80,270 48	—	424,491 20	1,160,690 13
17	Gloucester,	119,131 46	134,311 54	25,864 10	—	279,307 10	287,749 52
18	Haverhill & Amesbury,	391,320 72	12 80	3,840 51	—	395,174 03	473,360 42
19	Haverhill & Groveland,	87,224 29	45,180 52	21,014 78	2,162 00	155,581 59	159,976 78
20	Holyoke,	136,946 93	69,192 22	24,574 99	5,000 00	235,714 14	242,771 13
21	Hoosac Valley,	107,822 63	12,826 77	7,250 00	—	127,899 40	131,234 36
22	Hull,	21,679 02	7,030 98	4,100 00	—	32,810 00	40,069 66
23	Interstate,	499,594 02	35,305 45	—	1,045 91	535,945 38	552,767 94
24	Leominster,	—	—	—	—	—	—
25	Lowell & Suburban,	607,932 75	307,328 93	256,677 19	—	1,171,938 87	1,301,435 22
26	Lynn Belt,	141,291 41	141,413 19	47,387 29	—	330,091 89	335,505 13
27	Lynn & Boston,	623,077 33	577,334 52	322,794 00	—	1,523,205 85	1,777,662 02
28	Manet,	25,857 82	21,185 33	3,540 60	—	50,583 75	52,312 95
29	Malden & Melrose,	165,500 00	—	—	—	165,500 00	165,500 00

30	Marlborough,	47,543 45	61,107 45	5,012 67	349 96	114,013 53	116,320 16
31	Merrimack Valley,	383,586 31	176,425 13	94,459 76	-	654,471 20	654,855 09
32	Milford & Hopedale,	51,000 00	24,165 00	11,000 00	33,835 00	120,000 00	120,591 45
33	Naumkeag,	657,711 97	363,203 58	123,960 92	-	1,144,876 47	1,637,757 82
34	Nantucket Beach,	11,899 34	1,376 04	-	-	13,275 38	13,275 88
35	Natick Electric,	63,732 84	24,405 92	4,669 94	-	92,808 70	97,880 87
36	Natick & Cochrutuate,	25,424 75	11,101 52	4,000 00	-	40,526 27	42,357 37
37	Newton,	154,278 75	66,629 59	20,845 38	-	241,753 72	246,963 99
38	Newton & Boston,	59,078 73	10,553 04	7,275 25	-	76,907 02	101,400 08
39	Newburyport & Amesbury,	312,437 76	130,044 98	44,856 42	-	489,339 16	506,036 89
40	Northampton,	38,500 00	18,820 79	23,200 50	-	80,521 29	80,925 10
41	North End,	30,278 68	1,626 30	-	-	31,904 98	43,933 33
42	North Woburn,	95,382 79	20,875 01	15,225 72	-	131,483 52	139,276 01
43	Peoples,	-	-	-	-	-	-
44	Pittsfield Electric,	28,827 68	14,523 94	2,663 92	-	46,015 54	47,084 84
45	Plymouth & Kingston,	70,230 41	10,738 84	2,931 20	18,205 20	102,105 65	110,692 54
46	Quincy,	28,347 83	-	-	-	28,347 83	36,181 12
47	Quincy & Boston,	50,429 93	36,012 62	40,940 88	-	127,383 43	136,05 66
48	Rockland & Abington,	94 20	-	-	-	94 20	6,000 00
49	Somerville,	153,000 00	-	-	-	153,000 00	153,000 00
50	Springfield,	549,904 33	290,188 77	152,612 06	-	992,705 16	150,300 15
51	Taunton,	90,811 24	35,630 15	25,588 92	-	152,030 31	157,283 42
52	Union,	225,000 00	101,770 96	71,967 05	-	398,738 01	402,056 57
53	West End,	5,920,585 82	7,731,779 75	7,342,904 07	-	20,995,269 64	22,603,240 35
54	Whitman,	57,823 16	7,176 84	-	-	65,000 00	68,388 87
55	Whitinsville,	24,002 91	-	-	-	24,002 91	24,002 91
56	Winnisimmet,	50,000 00	-	-	-	50,000 00	50,163 85
57	Woronoco,	18,778 41	6,456 84	10,522 33	-	35,757 58	36,783 49
58	Wakfield & Stoneham,	33,621 38	13,628 32	205 98	-	47,455 68	50,532 53
59	Worcester Consolidated,	491,449 19	188,689 02	180,468 57	-	860,606 78	916,383 35
60	Worcester, Leicester & Spencer,	182,206 79	154,590 63	41,965 13	-	378,762 55	407,270 55
61	Worcester & Millbury,	114,501 12	34,737 40	39,955 19	36,249 86	225,443 57	295,390 39
62	Worcester & Shrewsbury,	-	-	-	-	-	-
Totals,		\$14,668,443 81	\$11,399,513 98	\$9,325,244 63	\$123,830 40	\$35,517,032 82	\$39,448,818 70

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES — Continued.

		PROPERTY ACCOUNTS: ADDITIONS AND REDUCTIONS DURING THE YEAR.				
		14.—Construction.	15.—Equipment.	16.—Other Property.	17.—Total Additions.	18.—Reductions.
STREET RAILWAY COMPANIES.						19.—Net Additions.
1	Albany Street Freight,	—	—	—	\$14,041 92	—
2	Attleborough, North Attleborough & Wrentham,	\$2,711 35	\$11,330 57	—	—	\$14,041 92
3	Brockton,	150,016 51	91,229 97	\$131,910 19	373,156 67	346,836 67
4	Brockton & Holbrook,*	47,862 31	21,071 69	—	68,934 00	68,934 00
5	Beverly & Danvers,	1,176 65	—	—	1,176 65	1,176 65
6	Boston and Chelsea,	—	—	—	—	—
7	Boston & Revere Electric,	—	8,000 00	—	8,000 00	8,000 00
8	Black Rocks & Salisbury Beach,	—	—	—	—	—
9	Cottage City,	32,000 00	3,000 00	300 00	35,300 00	35,300 00
10	East Middlesex,	75,182 81	2,533 05	—	77,715 86	72,066 61
21	East Side,	—	1,048 56	158 73	1,207 29	1,952 87
13	East Wareham, Onset Bay & Point Independence,	—	820 00	—	820 00	115 00
14	Essex Electric,	—	—	—	—	—
15	Fitchburg & Leominster,	50,356 15	33,694 80	8,700 34	92,751 29	87,297 66
16	Framingham Union,	—	—	—	—	—
17	Globe,	78,443 26	257 02	20,800 00	99,500 28	95,900 28
18	Gloucester,	13,376 07	37,833 89	495 97	51,705 93	51,705 93
19	Haverhill & Amesbury,	—	—	—	—	—
20	Haverhill & Groveland,	5,275 05	3,946 50	—	9,221 55	9,221 55
21	Holyoke,	48,743 86	12,726 37	1,698 37	63,168 60	63,168 60
22	Hoosac Valley,	—	—	—	—	—
23	Hull,	593 67	35,305 45	—	593 67	3,281 33
24	Interstate,	393,894 02	—	240 00	429,439 47	429,439 47
25	Leominster,	—	—	—	—	—
26	Lowell & Suburban,	325,495 07	103,725 93	163,576 19	642,797 19	591,586 19
27	Lynn Belt,	10,981 90	46,808 74	2,109 49	59,900 13	59,900 13
28	Lynn & Boston,	19,533 88	249,366 55	125,708 25	394,608 68	364,306 68
29	Manet,	—	2,155 94	530 68	2,686 62	2,686 62
30	Malden & Melrose,	—	—	—	—	—
31	Marlborough,	—	5,184 61	—	5,184 61	5,184 61

31	Merrimack Valley, .	27,956 71	40,352 14	4,604 36	72,913 21	9,987 35	62,925 86
32	Milford & Hopedale, .	26,261 00	39,885 00	5,195 95	71,341 95	7,000 50	64,341 45
33	Naumkeag, .	63,732 84	24,405 92	4,669 94	92,808 70	-	92,808 70
34	Nantucket Beach, .	3,874 75	5,324 02	-	9,198 77	-	7,558 77
35	Narick Electric,*	-	5,652 46	-	5,652 46	1,640 00	5,652 46
36	Natick & Cohituate, .	59,078 73	10,553 04	7,275 25	76,907 02	-	76,907 02
37	Newton, .	-	-	-	92,533 47	-	92,533 47
38	Newton & Boston,*	2,500 00	3,530 79	1,875 00	7,905 79	-	7,905 79
39	Newburyport & Amesbury, .	22,360 88	109 50	-	22,470 38	-	22,470 38
40	Northampton, .	6,889 99	1,075 00	-	7,964 99	1,262 32	6,702 67
41	North End, .	-	-	-	-	-	-
42	North Woburn, .	-	-	-	-	-	-
43	People's, .	3 019 51	2,310 22	-	5,329 73	52 50	5,277 23
44	Pittsfield Electric, .	2,099 09	1,941 12	1,234 55	5,274 76	-	5,274 76
45	Plymouth & Kingston, .	-	-	-	-	-	-
46	Quincy, .	11,456 60	3,160 25	36,196 99	50,813 84	3,001 25	47,812 59
47	Quincy & Boston, .	-	-	-	-	-	-
48	Rockland & Abington, .	-	-	-	-	-	-
49	Somerville, .	184,827 15	106,678 53	8,177 63	299,683 31	5,700 00	293,983 31
50	Springfield, .	1,010 09	-	-	1,010 09	-	1,010 09
51	Taunton, .	4,547 91	13,942 41	-	18,490 32	31,157 01	12,666 69d
52	Union, .	445,281 11	3,399,885 34	748,622 50	4,593,788 95	876,449 05	3,717,339 90
53	West End, .	15,957 68	522 35	-	16,480 03	-	16,480 03
54	Whitman, .	-	-	-	-	-	-
55	Whitinsville, .	-	-	-	-	-	-
56	Winnisimmet, .	2,610 41	264 59	4,111 10	6,986 10	-	6,986 10
57	Woronoco, .	33,621 38	13,628 32	205 98	47,455 68	-	47,455 68
58	Wakefield & Stoneham,*	73,253 81	42,393 91	475 46	116,123 18	-	116,123 18
59	Worcester Consolidated, .	60,270 13	150 00	137,188 02	197,608 15	-	197,608 15
60	Worcester, Leicester & Spencer, .	114,501 12	34,737 40	76,205 05	225,443 57	-	225,443 57
61	Worcester & Millbury, .	-	-	-	-	-	-
62	Worcester & Shrewsbury,*	-	-	-	-	-	-

* Constructed during the year. d Reduction.

32	Milford & Hopedale,*	.	.	.	.	.	7,166 20	-	-	-	883 82	2,146 51	9,312 71
33	Naumkeag,	.	.	.	.	.	240,935 66	-	-	-	-	872 00	242,691 48
34	Nantucket Beach,	.	.	.	.	.	789 35	-	-	-	-	-	789 35
35	Natick Electric, ^{9,*}	.	.	.	.	.	17,299 63	-	183 37	-	-	-	17,483 00
36	Natick & Cochituate,*	.	.	.	.	.	11,473 03	-	650 60	-	81 00	1,186 22	13,390 85
37	Newton,*	.	.	.	.	.	61,496 25	-	-	-	-	1,370 15	62,866 40
38	Newton & Boston, ^{10,*}	.	.	.	.	.	2,885 50	-	-	-	-	-	2,885 50
39	Newburyport & Amesbury,*	.	.	.	.	.	79,968 60	-	-	-	50 00	112 50	80,131 10
40	Northampton,	.	.	.	.	.	27,995 40	-	177 90	-	369 00	835 50	29,377 80
41	North End,	.	.	.	.	.	658 65	-	-	-	-	6 82	665 47
42	North Woburn,	.	.	.	.	.	21,760 90	55 40	-	-	198 77	30 00	22,045 07
43	People's, ¹¹	.	.	.	.	.	-	-	-	-	-	-	-
44	Pittsfield Electric,*	.	.	.	.	.	21,613 04	-	-	-	-	299 99	21,913 03
45	Plymouth & Kingston,*	.	.	.	.	.	25,088 45	-	-	-	-	3,622 72	28,711 17
46	Quincy, ¹²	.	.	.	.	.	-	2,344 93	-	-	-	-	2,344 93
47	Quincy & Boston,*	.	.	.	.	.	34,479 97	-	-	-	-	1,794 40	36,274 37
48	Rockland & Abington, ¹¹	.	.	.	.	.	-	-	-	-	-	-	-
49	Somerville, ¹³	.	.	.	.	.	-	9,180 00	-	-	-	-	9,180 00
50	Springfield,*	.	.	.	.	.	328,799 83	-	-	109 19	-	4,641 42	333,550 44
51	Taunton,	.	.	.	.	.	43,537 48	-	-	-	-	-	43,537 48
52	Union,	.	.	.	.	.	167,871 42	-	-	725 27	-	875 10	169,471 79
53	West End,	.	.	.	.	.	6,237,646 28	13,422 63	-	12,920 93	-	53,215 33	6,317,205 17
54	Whitman, ¹⁴	.	.	.	.	.	8,919 35	2,025 00	-	-	-	15 63	10,959 98
55	Whitinsville, ¹⁵	.	.	.	.	.	-	-	-	-	-	-	-
56	Winnisimmet, ¹⁶	.	.	.	.	.	-	3,000 00	-	-	-	-	3,000 00
57	Woronoco,	.	.	.	.	.	11,435 40	-	-	237 50	-	105 53	11,778 43
58	Wakefield & Stoneham, ^{17,*}	.	.	.	.	.	1,687 75	-	-	-	-	-	1,687 75
59	Worcester Consolidated,	.	.	.	.	.	314,004 19	-	-	1,902 36	-	2,566 20	318,472 75
60	Worcester, Leicester & Spencer,*	.	.	.	.	.	100,845 71	-	273 75	-	-	520 75	101,640 21
61	Worcester & Millbury, ^{15,*}	.	.	.	.	.	-	-	-	-	-	-	-
62	Worcester & Shrewsbury, ¹¹	.	.	.	.	.	-	-	-	-	-	-	-
	Totals,	.	.	.	.	.	\$9,651,984 93	\$39,465 24	\$2,648 58	\$24,549 58	\$98,889 02	\$9,817,537 35	

¹ Used only for the transportation of freight.

⁴ Leased to the West End and operated by the Lynn & Boston.

⁶ Purchased and commenced operating the Black Rocks & Salisbury Beach July 14, 1892.

⁸ Leased to and operated by the West End. No rental paid.

¹¹ Incorporated but not commenced operation.

¹⁴ Leased to and operated by the Brockton after April 1, 1892.

¹⁶ Leased to and operated by the Lynn & Boston.

² Commenced operations Sept. 19, 1892.

⁵ Purchased July 14, 1892, by the Haverhill & Amesbury.

⁹ Operated eleven months.

¹² Leased to and operated by the Quincy & Boston.

¹⁵ Road under construction.

¹⁷ Commenced operating Aug. 14, 1892.

³ Road not operated during the year.

⁷ Purchased April 1, 1892, by the Fitchburg.

¹⁰ Commenced operating Sept. 1, 1892.

¹³ Leased to and operated by the West End.

^{*} Operated by electric motive power.

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES — Continued.

		EXPENSES FOR THE YEAR.						
		STREET RAILWAY COMPANIES.						
		26.—Repairs of Road-bed and Track.	27.—Repairs of Equipment.	28.—Repairs of Buildings.	29.—Renewal of Horses.	30.—Salaries, etc., General Office.	31.—Wages, etc., Employees.	32.—Prover-der.
1	Albany Street Freight,	\$494 32	—	—	—	—	—	—
2	Attleborough, North Attleborough & Wrentham,	1,300 94	\$1,599 88	—	—	—	\$12,432 53	—
3	Brockton,	2,584 28	7,128 91	\$89 61	\$1,000 00	\$5,820 24	45,395 54	\$16,798 07
4	Brockton & Holbrook,	—	—	—	—	—	291 46	—
5	Beverly & Danvers,	—	—	—	—	—	—	—
6	Boston & Chelsea,	—	—	—	—	—	—	—
7	Boston & Revere Electric,	196 83	24 32	—	—	—	2,087 16	—
8	Black Rocks & Salisbury Beach,	654 00	774 12	—	—	—	5,245 55	4,482 96
9	Cottage City,	—	281 25	—	—	200 00	1,645 15	748 99
10	East Middlesex,	9,999 65	5,682 10	585 54	4,358 91	3,374 82	35,933 05	16,964 48
11	East Side,	1,535 40	3,932 81	41 50	—	817 27	8,664 92	—
12	East Wareham, Onset Bay & Point Independence,	100 93	576 75	69 20	—	320 87	2,478 91	1,093 52
13	Essex Electric,	—	—	—	—	—	—	—
14	Fitchburg & Leominster,	1,003 08	2,296 52	145 60	775 00	3,292 82	15,471 80	6,110 30
15	Framingham Union,	187 80	909 75	44 44	280 00	1,260 50	5,938 22	3,640 02
16	Globe,	2,786 03	9,043 47	175 02	3,087 00	7,100 00	59,708 94	29,027 82
17	Gloucester,	1,258 05	4,609 37	11 20	—	2,511 73	13 537 32	—
18	Haverhill & Amesbury,	125 18	1,847 19	—	—	—	4,350 64	1,314 66
19	Haverhill & Groveland,	4,067 93	5,170 01	252 30	1,392 55	3,328 50	22,544 64	11,882 12
20	Holyoke,	2,008 76	2,452 86	258 79	—	2,654 30	19,875 61	570 00
21	Hoosac Valley,	582 14	392 47	10 86	—	2,923 74	6,954 56	—
22	Hull,	166 86	244 50	—	—	1,011 23	1,449 63	1,062 99
23	Interstate,	39 31	759 41	—	—	250 00	2,134 90	—
24	Leominster,	90 40	153 54	62 57	103 00	131 25	1,638 13	916 16
25	Lowell & Suburban,	1,894 31	12,267 90	596 13	880 00	6,909 73	91,104 80	30,525 66
26	Lynn Belt,	1,645 41	7,229 03	—	—	4,732 33	33,552 67	—
27	Lynn & Boston,	22,398 14	54,615 70	2,921 26	18,785 00	17,153 26	225,704 12	73,115 50
28	Malet,	207 54	123 91	26 29	—	610 00	1,961 07	—
29	Malden & Melrose,	—	—	—	—	—	—	—
30	Marlborough,	708 78	1,311 92	52 90	—	1,769 20	7,365 98	—
31	Merrimack Valley,	6,010 00	8,112 24	—	—	3,249 96	41,724 19	961 74

32	Millford & Hopedale,	.	.	.	.	.	.	348 00	257 82	-	3,002 69	360 00	5,758 24	-
33	Naumkeag,	.	.	.	.	.	.	6,499 11	11,751 00	983 34	-	3,502 00	93,538 39	25,749 38
34	Nantucket Beach,	.	.	.	.	.	.	-	-	-	-	-	577 97	200 36
35	Natick Electric,	.	.	.	.	.	.	940 31	913 21	10 00	-	548 92	5,378 74	-
36	Natick & Cochuuate,	.	.	.	.	.	.	2,279 88	-	-	-	1,550 00	3,675 00	1,119 10
37	Newton,	.	.	.	.	.	.	1,812 17	4,809 66	216 47	-	2,625 12	15,223 47	325 32
38	Newton & Boston,	.	.	.	.	.	.	-	-	-	-	-	735 42	-
39	Newburyport & Amesbury,	.	.	.	.	.	.	2,504 87	9,338 90	39 25	-	-	23,277 91	1,079 85
40	Northampton,	.	.	.	.	.	.	547 84	2,201 89	174 69	836 00	1,769 20	8,424 91	5,470 96
41	North End,	.	.	.	.	.	.	-	-	-	-	-	-	-
42	North Woburn,	.	.	.	.	.	.	741 61	1,103 72	43 27	777 32	1,597 92	9,266 51	4,590 12
43	People's,	.	.	.	.	.	.	-	-	-	-	-	-	-
44	Pittsfield Electric,	.	.	.	.	.	.	1,759 80	1,291 09	331 88	-	1,235 38	6,572 91	336 38
45	Plymouth & Kingston,	.	.	.	.	.	.	523 56	2,312 94	230 27	-	1,833 11	6,182 85	-
46	Quincy,	.	.	.	.	.	.	-	-	-	-	125 00	-	-
47	Quincy & Boston,	.	.	.	.	.	.	1,718 16	6,710 68	20 68	-	2,426 32	7,739 81	170 22
48	Rockland & Abington,	.	.	.	.	.	.	-	-	-	-	-	-	-
49	Somerville,	.	.	.	.	.	.	-	-	-	-	-	-	-
50	Springfield,	.	.	.	.	.	.	15,374 32	13,094 84	504 52	12 00	6,000 00	99,177 98	5,630 92
51	Taunton,	.	.	.	.	.	.	902 93	3,633 93	75 31	678 67	1,800 00	15,159 70	10,834 24
52	Union,	.	.	.	.	.	.	5,409 73	15,298 50	511 38	-	6,003 78	55,395 85	20,745 70
53	West End,	.	.	.	.	.	.	238,790 21	293,272 15	83,222 86	127,124 19	106,167 08	2,187,924 98	421,644 42
54	Whitman,	.	.	.	.	.	.	140 29	270 51	-	-	213 09	3,102 50	-
55	Whitinsville,	.	.	.	.	.	.	-	-	-	-	-	-	-
56	Winnisimmet,	.	.	.	.	.	.	-	-	-	-	-	-	-
57	Woronoco,	.	.	.	.	.	.	97 14	800 47	-	80 00	-	5,887 10	3,685 36
58	Wakefield & Stoneham,	.	.	.	.	.	.	-	-	-	-	100 84	631 23	-
59	Worcester Consolidated,	.	.	.	.	.	.	3,626 69	21,606 43	2,826 75	9,426 60	13,958 02	106,635 05	53,980 13
60	Worcester, Leicester & Spencer,	.	.	.	.	.	.	9,214 30	9,958 81	61 54	281 50	4,514 65	23,638 29	-
61	Worcester & Millbury,	.	.	.	.	.	.	-	-	-	-	-	-	-
62	Worcester & Shrewsbury,	.	.	.	.	.	.	-	-	-	-	-	-	-
Totals,		.	.	.	.	.	.	\$355,276 99	\$530,166 48	\$92,596 02	\$172,880 43	\$225,752 18	\$3,353,096 30	\$754,777 45

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES — Continued.

EXPENSES FOR THE YEAR — Concluded.									
STREET RAILWAY COMPANIES.									
	33. — Taxes.	34. — Rents.	35. — Insur- ance.	36. — Injuries to Persons and Property.	37. — Other Expenses.	38. — Total Ex- penses.	39. — Percent- age Expenses to Income.		
1	\$94 70	-	-	-	-	\$589 02	-		
2	957 26	-	\$563 00	\$910 96	\$12,729 40	30,493 97	79		
3	4,564 26	\$2,025 00	1,795 95	1,365 25	11,396 30	99,963 41	70		
4	-	105 74	-	-	428 89	826 09	-		
5	-	-	-	-	-	-	-		
6	-	-	-	-	-	-	-		
7	262 12	-	-	-	3,603 98	6,174 41	94		
8	2,501 22	-	314 37	-	4,066 68	18,038 90	-		
9	93 00	-	32 50	-	42 22	3,043 11	-		
10	3,009 24	2,328 38	2,692 68	84 71	6,122 60	91,136 16	89		
11	147 64	124 82	258 09	405 58	6,489 56	22,417 59	91		
12	151 18	-	168 50	165 75	602 23	5,727 84	-		
13	-	-	-	-	-	-	-		
14	1,069 65	-	1,365 82	-	5,179 69	36,710 28	66		
15	518 63	-	417 09	1,135 46	-	14,331 91	81		
16	9,138 04	-	2,751 41	3,935 61	8,309 73	135,063 07	76		
17	1,617 44	-	654 00	58 60	11,602 90	35,860 61	68		
18	-	-	-	116 00	3,082 51	10,836 18	-		
19	2,155 47	-	3,082 02	-	4,941 40	58,816 94	87		
20	836 34	-	1,451 46	1,565 95	5,705 85	37,379 92	52		
21	258 56	-	410 00	1,015 65	8,826 69	21,374 67	77		
22	222 37	-	255 00	-	153 10	4,565 68	-		
23	-	-	-	-	1,962 44	5,146 06	-		
24	72 50	-	3 00	-	545 93	3,716 48	-		
25	4,531 92	-	4,626 41	5,525 56	23,560 89	182,423 31	86		
26	1,372 55	-	2,139 96	1,136 39	17,714 68	69,523 02	88		
27	16,659 74	25,603 56	4,463 16	7,899 27	53,360 43	522,679 14	84		
28	667 60	-	285 25	8 00	1,970 21	5,859 87	-		
29	-	-	-	-	-	-	-		
30	601 61	-	148 00	1,122 23	2,273 84	15,354 46	88		
31	3,322 16	-	1,962 50	-	16,005 25	81,348 04	66		

32	Milford & Hopedale,	.	.	.	.	.	.	.	162 81	-	4,137 29	-	1,799 97	1,507 56	8,394 43	-	75
33	Naumkeag,	.	.	.	.	.	.	.	6,121 28	637 24	15 00	-	23,893 37	23,893 37	181,615 06	-	75
34	Nantucket Beach,	.	.	.	.	.	.	.	-	-	369 18	9 00	543 48	543 48	1,336 81	-	-
35	Natick Electric,	.	.	.	.	.	.	.	-	-	238 00	-	3,470 02	3,470 02	11,639 38	-	-
36	Natick & Cochrutuate,	.	.	.	.	.	.	.	541 71	-	1,387 67	171 00	617 06	617 06	10,020 75	-	70
37	Newton,	.	.	.	.	.	.	.	782 54	-	-	-	12,872 32	12,872 32	40,225 74	64	64
38	Newton & Boston,	.	.	.	.	.	.	.	-	-	1,421 50	-	-	-	735 42	-	-
39	Newburyport & Amesbury,	.	.	.	.	.	.	.	1,297 10	-	749 12	771 58	15,431 94	15,431 94	55,162 90	71	71
40	Northampton,	.	.	.	.	.	.	.	297 66	-	-	-	3,902 94	3,902 94	24,375 21	83	83
41	North End,	.	.	.	.	.	.	.	-	-	15 00	-	1,895 47	1,895 47	1,910 47	-	-
42	North Woburn,	.	.	.	.	.	.	.	754 63	74 49	495 79	-	1,423 06	1,423 06	20,868 44	95	95
43	People's,	.	.	.	.	.	.	.	-	-	-	-	-	-	-	-	-
44	Pittsfield Electric,	.	.	.	.	.	.	.	614 40	-	562 61	-	6,652 50	6,652 50	19,356 95	88	88
45	Plymouth & Kingston,	.	.	.	.	.	.	.	495 08	-	830 78	16 75	7,434 42	7,434 42	19,859 76	69	69
46	Quincy,	.	.	.	.	.	.	.	532 43	-	-	-	-	-	657 43	-	-
47	Quincy & Boston,	.	.	.	.	.	.	.	744 04	2,344 93	668 12	2,759 10	9,006 23	9,006 23	34,308 29	95	95
48	Rockland & Abington,	.	.	.	.	.	.	.	-	-	-	-	-	-	-	-	-
49	Somerville,	.	.	.	.	.	.	.	-	-	-	-	-	-	-	-	-
50	Springfield,	.	.	.	.	.	.	.	14,412 60	-	9,888 59	4,290 62	33,215 28	33,215 28	201,601 67	60	60
51	Taunton,	.	.	.	.	.	.	.	968 64	-	592 63	-	2,373 52	2,373 52	37,019 57	85	85
52	Union,	.	.	.	.	.	.	.	5,039 31	-	1,311 91	345 53	20,429 14	20,429 14	130,490 83	77	77
53	West End,	.	.	.	.	.	.	.	308,840 03	12,762 88	19,863 02	206,475 00	792,675 86	792,675 86	4,798,762 68	76	76
54	Whitman,	.	.	.	.	.	.	.	-	-	12 90	86 00	4,259 90	4,259 90	8,085 19	-	-
55	Whitinsville,	.	.	.	.	.	.	.	-	-	-	-	-	-	-	-	-
56	Winnisimmet,	.	.	.	.	.	.	.	-	-	-	-	-	-	-	-	-
57	Woronoco,	.	.	.	.	.	.	.	271 69	-	200 00	-	306 32	306 32	11,328 68	96	96
58	Wakefield & Stonelham,	.	.	.	.	.	.	.	-	-	83 32	-	339 83	339 83	1,155 22	-	-
59	Worcester Consolidated,	.	.	.	.	.	.	.	7,959 22	-	3,987 97	929 93	30,558 78	30,558 78	255,495 57	82	82
60	Worcester, Leicester & Spencer,	.	.	.	.	.	.	.	60 85	-	1,599 96	27 00	18,061 46	18,061 46	67,418 36	66	66
61	Worcester & Millbury,	.	.	.	.	.	.	.	-	-	-	-	-	-	-	-	-
62	Worcester & Shrewsbury,	.	.	.	.	.	.	.	-	-	-	-	-	-	-	-	-
Totals,		.	.	.	.	.	.	.	\$404,721 22	\$46,007 04	\$78,270 53	\$244,132 45	\$1,201,547 86	\$1,201,547 86	\$7,461,224 95	76	76

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES — Continued.

		NET INCOME, INTEREST, DIVIDENDS, AND NET BALANCE.			
		STREET RAILWAY COMPANIES.			
		40.—Net Income for the Year.	41.—Interest Paid and Accrued.	42.—Dividends Declared.	43.—Per Cent- age of Dividends.
					44.—Net Balance for the Year.
1	Albany Street Freight,	\$214 13	-	-	\$214 13
2	Attleborough, North Attleborough & Wrentham,	8,194 38	\$3,134 99	-	5,059 39
3	Brockton,	43,543 33	15,030 91	\$11,904 00	16,608 42
4	Brookton & Holbrook,	382 76	-	-	382 76
5	Beverly & Danvers,	-	-	-	-
6	Boston & Chelsea,	7,260 00	-	7,260 00	-
7	Boston & Revere Electric,	394 49	-	-	-
8	Black Rocks & Salisbury Beach,	2,205 54d	1,250 00	-	855 51d
9	Cottage City,	1,517 98	7,701 46	7,500 00	17,407 00d
10	East Middlesex,	11,700 36	-	-	1,517 98
11	East Side,	2,315 78	3,816 88	-	825 75
12	East Wareham, Onset Bay & Point Independence,	1,645 78	-	820 00	1,501 10d
13	Essex Electric,	-	-	-	293 38
14	Fitchburg & Leominster,	18,927 97	1,802 83	5,850 00	11,275 14
15	Framingham Union,	3,310 16	2,707 51	-	602 65
16	Globe,	42,477 75	-	-	42,477 75
17	Gloucester,	16,833 91	4,549 45	5,400 00	6,884 46
18	Haverhill & Amesbury,	10,699 98	-	-	10,699 98
19	Haverhill & Groveland,	8,859 94	506 37	7,200 00	1,153 57
20	Holyoke,	34,957 12	515 58	14,000 00	20,441 54
21	Iloosac Valley,	6,517 70	4,780 48	-	1,737 22
22	Hull,	729 67	960 00	-	230 33d
23	Interstate,	6,020 89	-	-	6,020 89
24	Leominster,	758 24d	-	-	758 24d
25	Lowell & Suburban,	30,146 99	11,560 92	27,000 00	8,413 93d
26	Lynn Belt,	9,299 42	6,614 34	-	2,685 08
27	Lynn & Boston,	96,587 37	33,859 43	52,000 00	10,727 94
28	Manet,	2,426 72	-	-	2,426 72
29	Malden & Melrose,	-	-	-	-
30	Marlborough,	2,165 47	3,000 00	-	834 53d
31	Merrimack Valley,	42,604 71	23,945 16	-	18,659 55

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES — Continued.

STREET RAILWAY COMPANIES.		SURPLUS OR DEFICIT.					
		45. — Surplus Sept. 30, 1891.	46. — Addi- tions during the Year.	47. — Deduc- tions during the Year.	48. — Surplus of Sept. 30, 1891, as changed.	49. — Surplus Sept. 30, 1892.†	50. — Deficit Sept. 30, 1892.†
1	Albany Street Freight,	\$2,078 66 <i>d</i>	-	-	-	-	\$1,864 53
2	Attleborough, North Attleborough & Wrentham,	2,284 13	-	-	-	-	-
3	Broekton,	20,208 13	-	\$12,240 05	\$7,968 08	\$7,343 52	-
4	Broekton & Holbrook,	-	-	-	-	24,576 50	-
5	Beverly & Danvers,	-	-	-	-	382 76	-
6	Boston & Chelsea,	665 09 <i>d</i>	-	-	-	-	665 09
7	Boston & Revere Electric,	-	-	-	-	-	-
8	Black Rocks & Salisbury Beach,	1,245 86	-	-	-	390 35	-
9	Cottage City,	11,594 62	-	9,281 98	2,312 64	-	-
10	East Middlesex,	228 47	-	-	-	1,746 45	-
11	East Side,	5,490 87	-	4,127 49	1,363 38	1,656 76	-
12	East Wareham, Onset Bay & Point Independence,	1,631 04 <i>d</i>	\$1,302 02	-	2,933 06 <i>d</i>	-	4,434 16
13	Essex Electric,	2,527 07	-	450 00	2,077 07	2,902 85	-
14	Fitchburg & Leominster,	-	-	6,833 63	768 01 <i>d</i>	-	-
15	Frankingham Union,	6,065 62	-	-	-	10,507 13	-
16	Globe,	4,757 65	-	-	-	5,360 30	-
17	Gloucester,	55,863 60	-	-	-	98,341 35	-
18	Haverhill & Amesbury,	2,313 58	21 86	138 07	2,197 37	9,081 83	-
19	Haverhill & Groveland,	-	-	-	-	10,699 98	-
20	Holyoke,	504 67 <i>d</i>	75 00	150 00	429 67 <i>d</i>	723 90	-
21	Hoosac Valley,	14,329 59	-	-	-	34,771 13	-
22	Hull,	1,297 14	-	-	-	3,034 36	-
23	Interstate,	1,090 75	-	790 76	299 99	69 66	-
24	Leominster,	-	-	-	-	6,020 89	-
25	Lowell & Suburban,	23,660 78	35,000 00	70,480 91	11,820 13 <i>d</i>	-	20,234 06
26	Lynn Belt,	9,357 84	-	1,518 17	7,839 67	10,524 75	-
27	Lynn & Boston,	89,228 31	638 50	-	89,866 81	100,594 75	-
28	Manet,	4,419 59	-	-	-	6,846 31	-
29	Malden & Melrose,	34,500 00 <i>d</i>	-	-	-	-	34,500 00
30	Marlborough,	3,091 93 <i>d</i>	-	-	-	-	3,926 46
31	Merrimaek Valley,	40,008 81	-	39,873 55	135 26	18,794 81	-

[illegible]

* Not including the Black Rocks & Salisbury Beach and the Leominster.

[†]Including Net Balance as given in preceding column 44.

d Deficit.

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES — Continued.

		STREET RAILWAY COMPANIES.	EQUIPMENT.				LENGTH OF RAILWAY.		
			51.—Cars.	52.—Other Vehicles.	53.—Horses.	54.—Harnesses.	55.—Main Line.	56.—Sidings.	57.—Total Length.
1	2	Albany Street Freight,	—	—	—	—	.856	.076	.932
2	3	Attleborough, North Attleborough & Wrentham,	17	—	—	—	6.500	.360	6.860
3	4	Brockton,	60	—	44	18	19.214	1.206	20.420
4	5	Brockton & Holbrook,	4	—	—	—	4.442	.173	4.615
5	6	Beverly & Danvers,	—	—	—	—	3.090	.120	3.210
6	7	Boston & Chelsea,	—	—	—	—	4.116	.038	4.154
7	8	Boston & Revere Electric,	14	—	—	—	3.800	.430	4.230
8	9	Black Rocks & Salisbury Beach,	—	—	—	—	—	—	—
9	10	Cottage City,	7	—	—	—	4.380	.320	4.700
10	11	East Middlesex,	49	3	185	51	16.500	1.810	18.310
11	12	East Side,	9	—	—	—	6.400	.200	6.600
12	13	East Wareham, Onset Bay & Point Independence,	14	3	13	11	2.014	.765	2.779
13	14	Essex Electric,	—	—	—	—	—	—	—
14	15	Fitchburg & Leominster,	25	1	61	32	10.840	.573	11.413
15	16	Frammingham Union,	16	1	38	21	6.912	.441	7.553
16	17	Globe,	68	5	264	90	16.895	.609	17.504
17	18	Gloucester,	18	—	3	2	8.130	.470	8.600
18	19	Haverhill & Amesbury,	37	—	70	35	21.000	.400	21.400
19	20	Haverhill & Groveland,	40	2	127	52	13.486	1.498	14.984
20	21	Holyoke,	27	1	5	15	7.066	.968	8.034
21	22	Hoosac Valley,	11	1	2	14	5.953	.279	6.232
22	23	Hull,	8	—	—	11	2.000	.050	2.050
23	24	Interstate,	9	—	—	—	11.710	.390	12.100
24	25	Lcominster,	—	—	—	—	—	—	—
25	26	Lowell & Suburban,	105	2	124	93	37.917	2.675	40.592
26	27	Lynn Belt,	22	—	2	2	9.680	.740	10.420
27	28	Lynn & Boston,	250	3	609	207	53.446	3.719	57.165
28	29	Manet,	7	—	—	—	3.600	.150	3.750
29	30	Malden & Melrose,	—	—	—	—	6.287	.473	6.760
30	31	Marlborough,	7	—	—	—	2.939	.383	3.322
31		Merrimack Valley.	51	4	—	—	15.000	2.000	17.000

[illegible]

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES — Concluded.

		STREET RAILWAY COMPANIES.	AMOUNT OF BUSINESS.					ACCIDENTS.	
			58. — Miles Run.	59. — Passengers Carried.	60. — Round Trips.	61. — Average No. of Passengers per Round Trip.	62. — Number of Employees.	63. — Fatal.	64. — Not Fatal.
1	2	Albany Street Freight,	—	—	—	—	—	—	—
2	3	Attleborough, North Attleborough & Wrentham, .	185,784	775,876	15,482	51	35	—	1
3	4	Brockton, .	549,561	3,010,831	65,694	46	140	—	2
4	5	Brockton & Holbrook, .	5,287	24,820	311	—	9	—	—
5	6	Beverly & Danvers, .	—	—	—	—	—	—	—
6	7	Boston & Chelsea, .	—	—	—	—	—	—	—
7	8	Boston & Revere Electric, .	15,232	133,318	4,352	33	9	—	1
8	9	Black Rocks & Salisbury Beach, .	60,000	228,241	5,800	—	—	—	—
9	10	Cottage City, .	41,584	87,483	9,241	—	24	—	—
10	11	East Middlesex, .	325,579	1,859,267	31,284	60	67	—	4
11	12	East Side, .	102,669	522,219	19,556	26	18	—	2
12	13	East Wareham, Onset Bay & Point Independence, .	8,296	50,719	2,060	—	9	—	—
13	14	Essex Electric, .	—	—	—	—	—	—	—
14	15	Fitchburg & Leominster, .	185,788	868,915	27,293	32	35	—	2
15	16	Framingham Union, .	78,136	309,341	14,260	22	13	—	—
16	17	Globe, .	551,926	3,566,260	114,606	31	127	—	5
17	18	Gloucester, .	189,834	1,047,296	24,602	42	31	—	1
18	19	Haverhill & Amesbury, .	50,800	131,819	3,200	—	25	—	2
19	20	Haverhill & Groveland, .	201,040	1,129,565	31,511	35	61	—	—
20	21	Holyoke, .	186,445	1,292,283	36,215	36	40	—	4
21	22	Hoosac Valley, .	121,244	509,395	10,112	51	15	—	1
22	23	Hull, .	7,450	105,367	3,725	—	18	—	—
23	24	Interstate, .	40,959	139,748	2,909	—	41	—	—
24	25	Leominster, .	14,598	52,782	4,866	—	—	—	—
25	26	Lowell & Suburban, .	1,027,058	4,306,606	162,569	26	160	—	8
26	27	Lynn Belt, .	368,822	1,555,361	61,348	26	55	—	30
27	28	Lynn & Boston, .	1,942,256	12,103,388	240,542	50	473	—	21
28	29	Manet, .	25,077	90,386	3,483	—	10	—	1
29	30	Malden & Melrose, .	—	—	—	—	—	—	—
30	31	Marlborough, .	46,574	415,192	16,060	26	16	—	—
31		Merrimack Valley, .	461,953	2,468,255	90,500	27	65	2	111

32	Milford & Hopedale,	28,367	143,324	4,703	-	10	-	-	13
33	Naumkeag,	722,849	4,669,155	152,572	31	170	1	-	-
34	Nantucket Beach,	-	-	-	-	-	-	-	3
35	Natick Electric,	82,356	352,311	10,444	-	13	-	-	-
36	Natick & Cohituate,	41,994	204,281	6,999	29	8	-	-	5
37	Newton,	228,857	1,237,206	20,919	59	30	-	-	-
38	Newton & Boston,	12,698	57,710	1,849	-	16	-	-	29
39	Newburyport & Amesbury,	288,392	1,598,093	24,906	64	55	-	-	-
40	Northampton,	92,330	407,626	14,429	29	20	-	-	2
41	North End,	8,748	21,955	13,768	-	1	-	-	-
42	North Woburn,	109,147	431,274	9,535	43	18	-	-	-
43	People's,	-	-	-	-	-	-	-	-
44	Pittsfield Electric,	78,794	412,689	13,567	30	11	-	-	-
45	Plymouth & Kingston,	104,091	504,115	8,327	63	7	-	-	-
46	Quincy,	-	-	-	-	-	-	-	-
47	Quincy & Boston,	128,121	733,294	28,331	26	20	1	-	2
48	Rockland & Abington,	-	-	-	-	-	-	-	-
49	Somerville,	-	-	-	-	-	-	-	-
50	Springfield,	1,088,965	6,395,519	160,478	40	205	1	-	12
51	Taunton,	195,398	887,951	44,508	20	32	-	-	-
52	Union,	569,135	3,584,383	120,994	30	121	-	-	6
53	West End,	17,498,660	126,210,781	2,259,858	56	4,614	21	-	290
54	Whitman,	38,066	187,887	5,713	-	7	-	-	-
55	Whitinsville,	-	-	-	-	-	-	-	-
56	Winnisimmet,	-	-	-	-	-	-	-	-
57	Woronoco,	81,929	232,264	24,097	10	12	-	-	-
58	Wakefield & Stoneham,	6,617	34,383	1,792	-	9	-	-	-
59	Worcester Consolidated,	1,045,571	7,496,327	209,992	36	220	-	-	-
60	Worcester, Leicester & Spencer,	372,938	1,173,492	15,749	73	62	-	-	26
61	Worcester & Millbury,	-	-	-	-	-	-	-	-
62	Worcester & Shrewsbury,	-	-	-	-	-	-	-	-
Totals,		29,617,975	193,760,783	4,155,111	47	7,157	26	-	584

COMPARATIVE STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

		PER MILE OF RAILWAY OWNED.			PER MILE OF RAILWAY OPERATED.			
		65.—Capital Stock . Paid in.	66.—Net Debt.	67.—Cost of Construction.	68.—Cost of Equipment.	69.—Repairs of Road-bed and Track.	70.—Repairs of Equipment.	71.—Renewal of Horses.
1	Albany Street Freight,							
2	Attleborough, North Attleborough & Wrentham, .	\$9,230 77	\$10,920 13	\$10,851 56	\$9,011 14	\$200 14	\$246 14	-
3	Brockton, .	13,011 35	23,283 98	20,711 39	6,299 92	114 28	315 24	-
4	Broekton & Holbrook, .	-	-	-	-	-	-	-
5	Beverly & Danvers, .	-	-	-	-	-	-	-
6	Boston & Chelsea, .	29,397 47	-	29,397 47	-	-	-	-
7	Boston & Revere Electric, .	13,157 90	11,306 61	18,561 54	4,715 73	51 80	64 00	-
8	Black Rocks & Salisbury Beach, .	-	-	-	-	-	-	-
9	Cottage City, .	-	-	-	-	-	-	-
10	East Middlesex, .	12,121 21	15,769 96	19,182 64	4,197 84	484 24	275 16	\$211 09
11	East Side, .	7,031 25	12,016 83	12,123 40	5,535 69	239 91	614 50	-
12	East Wareham, Onset Bay & Point Independence, .	-	-	-	-	-	-	-
13	Essex Electric, .	-	-	-	-	-	-	-
14	Fitchburg & Leominster, .	12,453 87	3,435 30	11,058 62	4,582 10	92 54	211 86	71 49
15	Framingham Union, .	8,683 08	7,271 08	12,307 69	2,843 89	27 17	131 62	40 51
16	Globe, .	17,756 73	1,547 79	16,544 26	3,829 86	164 90	535 27	182 72
17	Gloucester, .	22,140 22	11,097 79	14,653 32	16,521 71	154 74	566 96	-
18	Haverhill & Amesbury, .	-	-	-	-	-	-	-
19	Haverhill & Groveland, .	10,674 57	805 11	6,467 77	3,350 18	301 64	383 86	18 71
20	Holyoke, .	28,304 56	133 46	19,381 11	9,792 28	284 29	347 14	-
21	Hoosac Valley, .	8,399 13	12,867 67	18,112 32	2,154 67	97 79	65 93	-
22	Hull, .	-	-	-	-	-	-	-
23	Interstate, .	-	-	-	-	-	-	-
24	Leominster, .	-	-	-	-	-	-	-
25	Lowell & Suburban, .	7,912 02	23,529 63	16,033 25	8,105 31	49 96	323 55	23 21
26	Lynn Belt, .	19,137 40	12,351 98	14,596 22	14,429 92	167 90	737 66	-
27	Lynn & Boston, .	13,097 33	13,520 39	11,658 07	9,110 96	353 47	861 89	296 45
28	Manet, .	-	-	-	-	-	-	-
29	Malden & Melrose, .	-	-	-	-	-	-	-
30	Marlborough, .	17,012 59	23,116 70	16,176 74	20,791 92	241 16	446 38	-
31	Merrimack Valley, .	12,000 00	30,378 42	25,572 42	11,761 61	534 00	540 82	-

[illegible]

COMPARATIVE STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES — Continued.

		STREET RAILWAY COMPANIES.	GROSS INCOME.				EXPENSES.	
			72.— Per Mile Operated.	73.— Per Round Trip.	74.— Per Mile Run.	75.— Per Pas- senger Carried.	76.— Per Mile Operated.	77.— Per Round Trip.
1	2	Albany Street Freight,	—	—	—	—	—	—
2	3	Attleborough, North Attleborough & Wrentham, .	\$5,952 05	\$2 58	\$0.2080	\$0.0499	\$4,691 38	\$2 03
3	4	Brockton, .	6,345 92	2 17	.2609	.0476	4,420 42	1 51
4	5	Brookton & Holbrook, .	—	—	—	—	—	—
5	6	Beverly & Danvers, .	—	—	—	—	—	—
6	7	Boston & Chelsea, .	—	—	—	—	—	—
7	8	Boston & Revere Electric, .	1,728 66	1 64	.4379	.0494	1,624 84	1 54
8	9	Black Rocks & Salisbury Beach, .	—	—	—	—	—	—
9	10	Cottage City, .	—	—	—	—	—	—
10	11	East Middlesex, .	4,979 97	3 32	.3154	.0553	4,413 37	2 94
11	12	East Side, .	3,864 59	1 24	.2401	.0474	3,502 75	1 12
12	13	East Wareham, Onset Bay & Point Independence, .	—	—	—	—	—	—
13	14	Essex Electric, .	—	—	—	—	—	—
14	15	Fitchburg & Leominster, .	5,132 68	2 06	.2991	.0640	3,386 56	1 36
15	16	Framingham Union, .	2,552 38	1 26	.2262	.0571	2,073 48	1 02
16	17	Globe, .	10,508 48	1 55	.3216	.0498	7,994 26	1 15
17	18	Gloucester, .	6,481 49	1 32	.2773	.0503	4,410 90	90
18	19	Haverhill & Amesbury, .	—	—	—	—	—	—
19	20	Haverhill & Groveland, .	5,018 30	2 11	.3367	.0599	4,361 33	1 84
20	21	Holyoke, .	10,237 34	2 01	.3889	.0560	5,290 11	1 04
21	22	Hoosac Valley, .	4,685 43	2 79	.2305	.0548	3,590 57	2 14
22	23	Hull, .	—	—	—	—	—	—
23	24	Interstate, .	—	—	—	—	—	—
24	25	Leominster, .	—	—	—	—	—	—
25	26	Lowell & Suburban, .	5,606 20	1 30	.2070	.0494	4,811 12	1 12
26	27	Lynn Belt, .	8,043 11	1 29	.2136	.0507	7,094 19	1 14
27	28	Lynn & Boston, .	9,772 70	2 57	.3188	.0512	8,248 44	2 17
28	29	Manet, .	—	—	—	—	—	—
29	30	Malden & Melrose, .	—	—	—	—	—	—
30	31	Marlborough, .	5,961 19	1 10	.3728	.0422	5,224 38	96
31		Merrimack Valley, .	8,263 51	1 36	.2683	.0502	5,423 20	89

COMPARATIVE STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES — Concluded.

		STREET RAILWAY COMPANIES.	EXPENSES — Concluded.		NET INCOME.			
			78.— Per Mile Run.	79.— Per Passenger Carried.	80.— Per Mile Operated.	81.— Per Round Trip.	82.— Per Mile Run.	83.— Per Passenger Carried.
1	Albany Street Freight,	. . . . .	—	—	—	—	—	—
2	Attleborough, North Attleborough & Wrentham, .		\$0.1639	\$0.0393	\$1,260 67	\$0 55	\$0.0441	\$0.0106
3	Brockton, .	. . . . .	.1817	.0332	1,925 50	.66	.0792	.0144
4	Brockton & Holbrook, .	. . . . .	—	—	—	—	—	—
5	Beverly & Danvers, .	. . . . .	—	—	—	—	—	—
6	Boston & Chelsea, .	. . . . .	—	—	—	—	—	—
7	Boston & Revere Electric, .	. . . . .	.4116	.0464	103 82	.10	.0263	.0030
8	Black Rocks & Salisbury Beach, .	. . . . .	—	—	—	—	—	—
9	Cottage City, .	. . . . .	—	—	—	—	—	—
10	East Middlesex, .	. . . . .	.2796	.0490	566 60	.38	.0358	.0063
11	East Side, .	. . . . .	.2176	.0430	361 84	.12	.0225	.0044
12	East Wareham, Onset Bay & Point Independence, .		—	—	—	—	—	—
13	Essex Electric, .	. . . . .	—	—	—	—	—	—
14	Fitchburg & Leominster, .	. . . . .	.1973	.0422	1,746 12	.70	.1018	.0218
15	Framingham Union, .	. . . . .	.1837	.0464	478 90	.24	.0425	.0107
16	Globe, .	. . . . .	.2447	.0379	2,514 22	.40	.0769	.0119
17	Gloucester, .	. . . . .	.1887	.0342	2,070 59	.42	.0886	.0161
18	Haverhill & Amesbury, .	. . . . .	—	—	—	—	—	—
19	Haverhill & Groveland, .	. . . . .	.2926	.0521	656 97	.27	.0441	.0078
20	Holyoke, .	. . . . .	.2010	.0290	4,947 23	.97	.1879	.0270
21	Hoosac Valley, .	. . . . .	.1766	.0420	1,094 86	.65	.0539	.0128
22	Hull, .	. . . . .	—	—	—	—	—	—
23	Interstate, .	. . . . .	—	—	—	—	—	—
24	Leominster, .	. . . . .	—	—	—	—	—	—
25	Lowell & Suburban, .	. . . . .	.1776	.0424	795 08	.18	.0294	.0070
26	Lynn Belt, .	. . . . .	.1884	.0447	948 92	.15	.0252	.0060
27	Lynn & Boston, .	. . . . .	.2691	.0432	1,524 26	.40	.0497	.0080
28	Manet, .	. . . . .	—	—	—	—	—	—
29	Malden & Melrose, .	. . . . .	—	—	—	—	—	—
30	Marlborough, .	. . . . .	.3267	.0370	736 81	.14	.0461	.0052
31	Merrimack Valley, .	. . . . .	.1761	.0329	2,840 31	.47	.0922	.0173

	\$0	\$0.0385	\$3,112	\$0.56	\$0.0796	\$0.0122
Milford & Hopedale,	-	.0389	-	-	.0845	.0131
Naumkeag,	.2512	-	1,830	.40	-	-
Nantucket Beach,	-	-	-	-	-	-
Natick Electric,	-	.0491	1,123	.48	.0802	.0165
Natick & Cochrane,	.2386	.0325	4,131	1.08	.0988	.0183
Newton,	.1757	-	-	-	-	-
Newton & Boston,	-	.0354	1,304	.59	.0818	.0147
Newburyport & Amesbury,	.1965	.0598	1,525	.36	.0544	.0012
Northampton,	.2649	-	-	-	-	-
North End,	-	.0484	150	.12	.0108	.0027
North Woburn,	.1914	-	-	-	-	-
People's,	-	.0469	852	.19	.0324	.0062
Pittsfield Electric,	.2450	.0394	1,416	1.11	.0851	.0176
Plymouth & Kingston,	.1910	-	-	-	-	-
Quincy,	-	.0468	212	.07	.0154	.0027
Quincy & Boston,	.2680	-	-	-	-	-
Rockland & Abington,	-	-	-	-	-	-
Somerville,	-	.0315	4,279	.82	.1212	.0206
Springfield,	.1851	.0417	786	.15	.0334	.0073
Taunton,	.1899	.0364	2,596	.32	.0685	.0109
Union,	.2293	.0380	6,364	.67	.0868	.0120
West End,	.2742	-	-	-	-	-
Whitman,	-	-	-	-	-	-
Whitinsville,	-	-	-	-	-	-
Winnisimmet,	-	-	-	-	-	-
Woronoco,	.1381	.0489	264	.18	.0055	.0019
Wakefield & Stoneham,	-	-	-	-	-	-
Worcester Consolidated,	.2443	.0341	2,699	.30	.0602	.0084
Worcester, Leicester & Spencer,	.1808	.0575	2,739	2.14	.0917	.0292
Worcester & Millbury,	-	-	-	-	-	-
Worcester & Shrewsbury,	-	-	-	-	-	-
Averages,	\$0 2519	\$0.0385	\$3,112 70	\$0.56	\$0.0796	\$0.0122

Tabulated Statement of Railroad Accidents reported to the Board during the last Ten Years.

YEAR.	GENERAL STATEMENT.								PASSENGERS.				EMPLOYEES.		
	Total number of Injuries to Persons.	Passengers.	Employees.	At Highway Crossings and Stations.	Trespassers.	Children.	Adults.	Fatal.	Not fatal.	From Causes beyond their own Control.	By their own Fault or Want of Care.	Killed.	Injured.	Trainmen.	Other Employees.
Year ending Sept. 30, 1883, .	524	61	265	50	147	33	491	191	333	1	24	14	21	192	73
“ “ 1884, .	457	76	182	38	161	33	424	181	276	44	32	14	62	139	43
“ “ 1885, .	514	74	233	55	152	28	486	163	351	12	62	14	60	191	42
“ “ 1886, .	583	107	273	44	159	43	540	201	382	45	62	20	87	212	61
“ “ 1887, .	802	198	357	54	193	38	764	265	537	144	54	37	161	300	57
“ “ 1888, .	782	117	391	78	196	34	748	244	538	72	45	18	99	323	68
“ “ 1889, .	652	58	315	82	197	47	605	236	416	10	48	9	49	271	44
“ “ 1890, .	830	171	389	70	199	53	777	257	573	88	83	38	133	307	83
“ “ June 30, 1891, .	826	134	408	84	200	42	784	269	557	74	60	39	95	336	72
“ “ 1892, .	1,100	156	624	91	229	44	1,056	267	833	—	48	16	72	529	95
Totals,	7,070	1,152	3,437	646	1,833	425	6,675	2,274	4,796	490	520	219	839	2,800	638
Averages,	707.0	115.2	343.7	64.6	183.3	42.5	667.5	227.4	479.6	49.0	52.0	21.9	83.9	280.0	63.8



ERRATA.

Page 267. In the ten years' summary of accidents to trespassers, in 1890 the number unlawfully on the track should be 158 instead of 157; the total for the ten years should read 1,468, and the average should be 146.8.

Tabulated Statement of Railroad Accidents, etc., during the last Ten Years — Concluded.

YEAR.	EMPLOYEES — Concluded.							AT HIGHWAY CROSSINGS.				AT STATIONS.		TRESPASSERS.				
	By Coupling or Uncoupling Cars.	By Overhead Bridges.	By Train Acci- dents.	By Falling from Trains or Engi- nes.	From other Causes.	Killed.	Injured.	With Gates or Flags.	Without Gates or Flags.	Killed.	Injured.	Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Suicide.
Year ending Sept. 30, 1883,	86	14	13	55	97	62	203	18	26	15	29	4	2	112	33	93	54	3
“ “ 1884,	68	12	11	35	56	47	135	19	13	13	19	4	2	126	35	104	57	4
“ “ 1885,	91	11	19	42	70	29	204	20	30	23	27	1	3	120	32	93	59	3
“ “ 1886,	107	8	25	55	78	62	211	15	20	22	13	6	3	130	29	91	68	3
“ “ 1887,	122	10	32	74	119	79	278	17	30	19	28	3	4	158	35	126	67	11
“ “ 1888,	154	8	35	82	112	80	311	36	23	27	32	7	12	154	42	114	82	4
“ “ 1889,	140	12	19	57	87	61	254	22	34	30	26	16	10	167	30	119	78	7
“ “ 1890,	158	19	18	75	119	68	320	20	26	18	28	7	17	157	41	119	80	4
“ June 30, 1891,	194	19	27	69	99	67	341	21	51	24	48	9	3	166	34	129	71	4
“ “ 1892,	306	31	27	104	156	84	540	24	47	32	39	8	12	177	52	127	102	2
Totals,	1,426	134	226	638	943	639	2,847	212	300	223	289	65	68	1,958	363	1,115	758	45
Averages,	142.6	13.4	22.6	63.8	94.3	63.9	284.7	21.2	30.0	22.3	28.9	6.5	6.8	195.8	36.3	111.5	75.8	4.5

Tabulated Statement of Accidents to Railroad Employees reported to the Board during the last Ten Years.

CAUSE OF INJURY.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
Injured by coupling or uncoupling cars, . . .	86	68	91	107	122	154	140	158	194	306
by overhead bridges,	14	12	11	8	10	8	12	19	19	31
by train accidents,	13	11	19	25	32	35	19	18	27	27
by falling from trains or engines, . . .	55	35	42	55	74	82	57	75	69	104
from other causes,	97	56	70	78	119	112	87	119	99	156
Totals,	265	182	233	273	357	391	315	389	408	624
Averages,	26.5	18.2	23.3	27.3	35.7	39.1	31.5	38.9	40.8	62.4

PART II.

RAILROAD REPORTS

FOR THE

YEAR ENDING JUNE 30, 1892.

[AS CORRECTED BY THE BOARD.]

REPORT

OF THE

ATTLEBOROUGH BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Old Colony Railroad Company.]

INCOME ACCOUNT.	
<i>General Exhibit for the Year.</i>	
Income from lease of road,	\$9,219 00
Dividends declared (7 per cent.),	9,219 00
Balance Profit and Loss Account June 30, 1891 (surplus),	738 63
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),	738 63
General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$131,416 48
Cash,	1,022 15
TOTAL,	\$132,438 63
CR.	
Capital stock,	\$131,700 00
Profit and Loss balance,	738 63
TOTAL,	\$132,438 63
CAPITAL STOCK.	
Capital stock authorized by charter,	\$133,000 00
Capital stock authorized by votes of company,	131,700 00
Capital stock issued (number of shares, 1,317) ; amount paid in,	\$131,700 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	131,700 00
Total number of stockholders,	46
Number of stockholders in Massachusetts,	42
Amount of stock held in Massachusetts,	\$120,100 00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Attleborough to North Attleborough,	4 miles.
Main line of road in Massachusetts,	4 "
Total road belonging to this company,	4 "
Sidings and other tracks not before enumerated,	1 mile.
Same in Massachusetts,	1 mile.
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	5 miles.
Same in Massachusetts,	5 "
Total length of tracks laid with steel rails,	4 "

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	11
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	1
Number of highway bridges 18 feet above track,	1
Height of lowest bridge above the rail,	18 feet.
Number of crossings at which gates or flagman are maintained,	6
Number of crossings at which there are neither signals nor flagman,	5

NAME AND RESIDENCE OF OFFICERS.

H. F. Barrows, *President*, North Attleborough, Mass. H. N. Daggett, *Treasurer*, Attleborough Falls, Mass. J. R. Bronson, *Clerk of Corporation*, Attleborough, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

H. F. Barrows, North Attleborough, Mass. H. N. Daggett, Attleborough Falls, Mass. J. R. Bronson, Attleborough, Mass. E. P. Whitney, Boston, Mass. A. A. Folsom, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

ATTLEBOROUGH BRANCH RAILROAD COMPANY,
ATTLEBOROUGH FALLS, MASS.

H. F. BARROWS,
H. N. DAGGETT,
Directors.
H. N. DAGGETT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NORTH ATTLEBOROUGH, Sept. 3, 1892. Then personally appeared Henry F. Barrows and Handel N. Daggett, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOSEPH E. POND,
Justice of the Peace.

REPORT

OF THE

BERKSHIRE RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Housatonic Railroad Company of Connecticut.]

INCOME ACCOUNT.		
General Exhibit for the Year.		
Income from lease of road,	\$42,000 00	
Dividends on stocks owned (80 shares Berk- shire Railroad),	432 40	
Miscellaneous income, less expense,	87 45	
<hr/>		
TOTAL INCOME,		\$42,519 85
Salaries and maintenance of organization,	\$490 10	
<hr/>		
TOTAL DEDUCTIONS,		490 10
NET INCOME,		42,029 75
Dividends declared (5.405 per cent.),		32,430 00
Surplus for year ending June 30, 1892,		9,599 75
Balance Profit and Loss Account June 30, 1891 (surplus),		13,997 19
<hr/>		
TOTAL PROFIT AND LOSS ACCOUNT (SURPLUS),		23,596 94
Add: Old unclaimed dividends,		245 07
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),		23,842 01
<hr/>		
General Balance Sheet June 30, 1892.		
DR.		
Cost of road,	\$600,000 00	
Stock of Berkshire Railroad Company,	6,000 00	
<hr/>		
TOTAL PERMANENT INVESTMENTS,		\$606,000 00
Cash,		18,010 28
<hr/>		
TOTAL,		\$624,010 28
<hr/>		
CR.		
Capital stock,	\$600,000 00	
Dividends not called for,	168 27	
Profit and Loss balance,	23,842 01	
<hr/>		
TOTAL,		\$624,010 28

CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$800,000 00
Capital stock authorized by votes of company, . . .	600,000 00
Capital stock issued (number of shares, 6,000); amount paid in,	\$600,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	600,000 00
Total number of stockholders,	215
Number of stockholders in Massachusetts,	132
Amount of stock held in Massachusetts,	\$412,600 00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Connecticut State line to West Stockbridge,	21.03 miles.
Main line of road in Massachusetts,	21.03 miles.

NAME AND RESIDENCE OF OFFICERS.

Henry T. Robbins, *President*, Great Barrington, Mass. D. A. Kimball, *Treasurer and Clerk of Corporation*, Stockbridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

D. R. Williams, Stockbridge, Mass. F. T. Whiting, Great Barrington, Mass. Henry T. Robbins, Great Barrington, Mass. Charles J. Taylor, Great Barrington, Mass. George Church, Great Barrington, Mass.

PROPER ADDRESS OF THE COMPANY.

BERKSHIRE RAILROAD COMPANY,
STOCKBRIDGE, MASS.

HENRY T. ROBBINS,
GEO. CHURCH,
CHAS. J. TAYLOR,
Directors.
D. A. KIMBALL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. July 22, 1892. Then personally appeared Henry T. Robbins, Geo. Church, Charles J. Taylor and D. A. Kimball, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRANK H. WRIGHT,
Justice of the Peace.

REPORT

OF THE

BOSTON & ALBANY RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

INCOME ACCOUNT.			
General Exhibit for the Year.			
Gross earnings from operation,	.	.	\$9,863,316 47
Less operating expenses,	.	.	6,801,287 68
Income from operation,	.	.	
TOTAL INCOME,	.	.	\$3,062,028 79
	.	.	3,062,028 79
Deductions from income:			
Interest on funded debt accrued during year,			\$517,066 67
Taxes,	.	.	601,895 15
Rentals:			
Ware River Railroad,	.	.	52,500 00
Pittsfield & North Adams Railroad,	.	.	22,500 00
North Brookfield Railroad,	.	.	3,000 00
TOTAL DEDUCTIONS FROM INCOME,	.	.	1,196,961 82
NET INCOME,	.	.	1,865,066 97
Dividends declared (8 per cent. on common stock),*			
	.	.	\$1,800,000 00
TOTAL,	.	.	1,800,000 00
Surplus for year ending June 30, 1892,	.	.	65,066 97
Balance Profit and Loss Account June 30, 1891 (surplus),	.	.	100,168 40
TOTAL PROFIT AND LOSS ACCOUNT (SURPLUS),	.	.	165,235 37
Deduct: United States government claim allowed,	.	.	43,006 24
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),	.	.	122,229 13

EARNINGS FROM OPERATION.

ITEMS.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger revenue,	\$4,018,607 44	.	
Less repayments:			
Tickets redeemed,	.	\$9,811 74	
Excess fares refunded,	.	27,272 60	
Total deductions,	.	\$37,084 34	
TOTAL PASSENGER REVENUE,	.	.	\$3,981,523 10
Mail,	\$211,753 80	.	
Express,	272,896 15	.	
Extra baggage and storage,	40,276 62	.	
Other items,	60,219 36	.	
			585,145 93
TOTAL PASSENGER EARNINGS,	.	.	\$4,566,669 03

* Four per cent. on \$20,000,000, and four per cent. on \$25,000,000, capital stock.

EARNINGS FROM OPERATION — Concluded.

ITEMS.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Freight:			
Freight revenue,	\$4,787,459 26		
Less repayments:			
Overcharge to shippers, . . . . .	. . . . .	\$64,602 79	
Total deductions, . . . . .	. . . . .	\$64,602 79	
TOTAL FREIGHT REVENUE, . . . . .	. . . . .	. . . . .	\$4,722,856 47
Stock yards,	\$9,386 66		
Elevators,	172,487 89		
Other items,	6,273 01		
			188,147 56
TOTAL FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$4,911 004 03
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$9,477,673 06
Other earnings from operation:			
Rentals not otherwise provided for,	\$216,268 73		
Other sources,	125,127 72		
Interest on current balances,	44,246 96		
TOTAL OTHER EARNINGS, . . . . .	. . . . .	. . . . .	385,643 41
TOTAL GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$9,863,316 47

OPERATING EXPENSES.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	Total.
Maintenance of way and structures:			
Repairs of roadway,	\$314,802 80	\$339,672 87	\$654,475 67
Renewals of rails,	182,063 31	196,446 69	378,510 00
Renewals of ties,	90,912 63	98,094 91	189,007 54
Repairs of bridges and culverts,	94,619 32	102,094 44	196,713 76
Repairs of fences, road-crossings, signs and cattle guards,	10,828 66	11,684 14	22,512 80
Repairs of buildings,	77,049 44	83,136 50	160,185 94
Repairs of docks and wharves,	4,546 99	4,906 22	9,453 21
TOTAL,	\$774,823 15	\$836,035 77	\$1,610,858 92
Maintenance of equipment:			
Repairs and renewals of locomotives,	\$265,211 81	\$286,164 09	\$551,375 90
Repairs and renewals of passenger cars,	285,717 32	-	285,717 32
Repairs and renewals of freight cars,	-	594,948 86	594,948 86
Shop machinery, tools, etc.,	10,396 07	11,217 38	21,613 45
TOTAL,	\$561,325 20	\$892,330 33	\$1,453,655 53
Conducting transportation:			
Wages of enginemen, firemen and roundhouse- men,	\$242,617 81	\$261,785 13	\$504,402 94
Fuel for locomotives,	361,920 65	390,513 14	752,433 79
Water supplies for locomotives,	22,965 53	24,779 86	47,745 39
All other supplies for locomotives,	32,764 21	35,352 65	68,116 86
Wages of other trainmen,	332,195 88	398,914 82	731,110 70
All other train supplies,	47,561 43	4,534 53	52,095 96
Wages of switchmen, flagmen and watchmen,	108,399 39	116,963 18	225,362 57
Expense of telegraph, including train despatch- ers and operators,	10,963 49	11,829 64	22,793 13
Wages of station agents, clerks and laborers,	334,419 71	360,839 56	695,259 27
Station supplies,	46,436 65	50,105 24	96,541 89
Car mileage — balances,	-	107,830 35	107,830 35
Loss and damage,	13,501 35	14,567 98	28,069 33
Injuries to persons,	15,115 38	16,309 52	31,424 90
TOTAL,	\$1,568,861 48	\$1,794,325 60	\$3,363,187 08

* See foot-note, page 9.

OPERATING EXPENSES — Concluded.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	Total.
General expenses :			
Salaries of officers,	\$53,345 82	\$57,560 25	\$110,906 07
Salaries of clerks,	35,323 80	38,114 45	73,438 25
Agencies, including salaries and rent,	396 37	427 69	824 06
Advertising,	3,023 93	3,262 83	6,286 76
Insurance,	15,203 57	16,404 69	31,608 26
Expense of fast freight lines,	-	29,788 45	29,788 45
Expense of traffic associations,	2,951 13	3,184 28	6,135 41
Expense of stock yards and elevators,	-	56,525 35	56,525 35
Rentals not otherwise provided for,	2,405 00	2,595 00	5,000 00
Legal expenses,	7,358 00	7,939 30	15,297 30
Stationery and printing,	18,170 37	19,605 87	37,776 24
TOTAL,	\$138,177 99	\$235,408 16	\$373,586 15
Recapitulation of expenses :			
Maintenance of way and structures,	\$774,823 15	\$836,035 77	\$1,610,858 92
Maintenance of equipment,	561,325 20	892,330 33	1,453,655 53
Conducting transportation,	1,568,861 48	1,794,325 60	3,363,187 08
General expenses,	138,177 99	235,408 16	373,586 15
GRAND TOTAL,	\$3,043,187 82	\$3,758,099 86	\$6,801,287 68
Percentage of operating expenses to earnings, . . . . .	. . . . .	. . . . .	68.09 .

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Real estate,	\$24,674 99
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	24,674 99

General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$26,099,992 87
Cost of equipment,	3,145,400 00
Stock of Hudson River bridges,	475,485 00
Real estate,	207,102 52
TOTAL PERMANENT INVESTMENTS,	\$29,927,980 39
Cash,	\$849,804 20
Due from solvent companies and other individuals,	365,163 82
TOTAL CASH AND CURRENT ASSETS,	1,214,968 02
Other assets:	
Materials and supplies,	\$301,477 38
Trustees' improvement fund,	1,793,832 51
TOTAL OTHER ASSETS,	2,095,309 89
TOTAL,	\$33,238,258 30

* The items in these columns which are not directly chargeable to either passenger or freight business are to be apportioned between the two on the basis of train mileage as prescribed by the Interstate Commerce Commission. The result, therefore, is not accurate, but only approximate, and this fact must be borne in mind in drawing conclusions therefrom.

Cr.		
Capital stock,	.	\$25,000,000 00
Funded debt,	.	5,875,000 00
Current liabilities :		
Ledger balances,	\$92,410 06	
Dividends not called for,	502,316 00	
Matured interest coupons unpaid (including coupons due July 1),	60,660 00	
Rentals due July 1,	37,500 00	
Due Pittsfield & North Adams R.R. Company,	4,585 60	
TOTAL CURRENT LIABILITIES,		697,471 66
Accrued liabilities :		
Accrued rentals not yet due,	\$1,500 00	
Accrued interest not yet due,	48,225 00	
TOTAL ACCRUED LIABILITIES,		49,725 00
Profit and loss balance,		122,229 13
Improvement fund,	\$1,403,528 16	
Ware River sinking fund,	90,304 35	
		1,493,832 51
TOTAL,		\$33,238,258 30

CAPITAL STOCK.		
Capital stock authorized by charter,	\$30,000,000 00	
Capital stock authorized by votes of company,	25,000,000 00	
Capital stock issued (number of shares, 250,000); amount paid in,		\$25,000,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		25,000,000 00
Total number of stockholders,	8,099	
Number of stockholders in Massachusetts,	6,914	
Amount of stock held in Massachusetts,	\$21,604,100 00	

FUNDED DEBT.		
Funded debt, as follows :		
The 7 per cent. bonds were due Feb. 1, 1892; all but 17,000 have been presented and cancelled.		
Interest paid on same during year,	\$175,000 00	
Bonds due July 1, 1895, rate of interest 6 per cent.,		2,000,000 00
Interest paid on same during year,	\$120,000 00	
Bonds due April 14, 1902, rate of interest 5 per cent.,		3,858,000 00
Interest paid on same during year,	\$192,900 00	
TOTAL AMOUNT OF FUNDED DEBT,		\$5,858,000 00

PASSENGER, FREIGHT AND TRAIN MILEAGE.		
Passenger traffic :		
Number of passengers carried earning revenue,		11,756,874
Number of passengers carried one mile,		217,796,211
Average distance carried,		18.52 miles.
Total passenger revenue,		\$3,981,523 10
Average amount received from each passenger,		33.865 cents.
Average receipts per passenger per mile,		1.828 "
Estimated cost of carrying each passenger one mile,*		1.397 "
Passenger earnings per mile of road,		\$10,242 38
Passenger earnings per train mile,		\$1 28.47

* See note under " Operating Expenses."

Freight traffic :

Number of tons carried of freight earning revenue,	4,256,575
Number of tons carried one mile,	446,622,991
Average distance haul of one ton,	104.9 miles.
Total freight revenue,	\$4,722,856 47
Average amount received for each ton of freight,	\$1 10.95
Average receipts per ton per mile,	1.06 cents.
Estimated cost of carrying one ton one mile,* . . . . .	.841 cents.
Freight earnings per mile of road,	\$12,149 45
Freight earnings per train mile,	\$1 41.44

Train mileage :

Miles run by passenger trains,	2,909,074
Miles run by freight trains,	2,557,276
Total mileage trains earning revenue,	5,466,350
Miles run by switching trains,	971,813
Miles run by construction and other trains,	202,800
Total train mileage,	6,640,963
Average number of freight cars in train,	30
Average number of persons employed,	5,953

Rates of fare :

Average rate of fare per mile received for local tickets,	1.856 cents.
Average rate of fare per mile received for commutation tickets,	1.16 "
Average rate of fare per mile received for mileage tickets,	2 "
Average rate of fare per mile received for season tickets, . . . . .	.61 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies,	2.061 "

Rates of freight :

Average rate per ton per mile received from freight way-billed local,	1.59 "
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies, . . . . .	.79 "

Relating to passengers :

Passengers to Boston (including season),	3,597,294
Passengers from Boston (including season),	3,635,142
Season ticket passengers to and from Boston,	749,686

DESCRIPTION OF ROAD OWNED.

Main line of road from Boston to Albany,	201.65 miles.
Main line of road in Massachusetts,	162.35 "
Main line of road in New York,	39.30 "
Double track on main line,	201.65 "
Same in Massachusetts,	162.35 "
Third track on main line,	9.49 "
Same in Massachusetts,	9.49 "
Fourth track on main line,	9.47 "
Same in Massachusetts,	9.47 "
Branches owned by company, viz. :	
Newton Highlands (9.89 miles double track),	9.93 "
Grand Junction (5.11 miles double track),	9.45 "
Newton Lower Falls (single track),	1.10 "
Saxonville (single track),	3.70 "
Milford (single track),	12 "
Millbury (single track),	3 "
Spencer (single track),	2.18 "
Athol,	45 26 "
Chatham & Hudson (1 mile double track),	17.33 "
Total length of branches owned by company,	103.95 "
Total length of branches owned by company in Massachusetts,	86.62 "

* See note under "Operating Expenses."

Total length of branches owned by company in New York, .	17.33 miles.
Double track on branches,	16 "
Same in Massachusetts,	15 "
Total road belonging to this company,	305.60 "
Sidings and other tracks not before enumerated,	230.40 "
Same in Massachusetts,	196.02 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	772.61 "
Same in Massachusetts,	641.30 "
Total length of tracks laid with steel rails,	700 44 "
[Weights per yard, 63, 72 and 95 pounds.]	
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract, the Operations of which are included in this Return.</i>	
Pittsfield & North Adams, length,	18.55 miles.
Ware River, length,	49.35 "
North Brookfield, length,	4 "
Providence, Webster & Springfield, length,	11.23 "
Total length of above roads,	83.13 "
Total length of above roads in Massachusetts,	83.13 "
Total miles of road operated by this company,	388.73 "
Total miles of road operated by this company in Massachusetts,	332.10 "
Number of stations in Massachusetts on all roads operated by this company,	113
Number of telegraph offices in same,	81
Number of stations on all roads owned by this company,	104
Same in Massachusetts,	88

DESCRIPTION OF EQUIPMENT.

	Number Owned.	Total Number.	Maximum Weight.	Average Weight.	Number Equipped with Train Brake.	Number Equipped with Driving-Wheel Brake.	Number Equipped with Patent Coupler.
Locomotives:							
Passenger,	84	84	164,678	141,839	84	59	70
Freight,	122	122	196,000	158,000	92	111	-
Other,	34	34	114,000	100,000	12	34	-
TOTAL,	240	240	-	-	188	204	70
Passenger cars,	239	239	62,350	48,220	239	-	239
Combination cars,	43	43	54,580	43,460	43	-	43
Baggage, mail and express cars,	55	55	57,270	41,950	55	-	55
Parlor cars,	8	8	81,020	68,788	8	-	8
Dining-cars,	3	3	103,730	85,832	3	-	3
Sleeping-cars,	4	4	86,000	76,167	4	-	4
Directors' and pay cars,	4	4	99,390	62,860	4	-	4
Also 19.36 per cent. of 4 buffet cars, Boston & Chicago Line,	-	-	-	-	-	-	-
TOTAL,	356	356	-	-	356	-	356
Box freight cars (basis of 8 wheels),	2,940	2,940	20,100	19,700	1,327	-	2,271
Stock freight cars (basis of 8 wheels),	56	56	27,975	27,975	30	-	39
Coal freight cars (basis of 4 wheels),	246	246	9,800	9,800	-	-	116
Coal freight cars (basis of 8 wheels),	1,986	1,986	27,000	18,000	264	-	822
Flat freight cars (basis of 8 wheels),	696	696	20,570	17,890	11	-	418
Other freight cars (basis of 8 wheels),	78	78	-	-	13	-	42
TOTAL,	6,002	6,002	-	-	1,645	-	3,708

DESCRIPTION OF EQUIPMENT — Concluded.

	Number Owned.	Total Number.	Maximum Weight.	Average Weight.	Number Equipped with Train Brake.	Number Equipped with Driving-Wheel Brake.	Number Equipped with Patent Coupler.
Cars in company's service:							
Gravel cars,	212	212	16,530	9,800	30	-	69
Derrick cars,	15	15	-	-	6	-	11
Caboose cars,	80	80	-	25,600	-	-	-
Other road cars,	33	33	-	-	14	-	1
TOTAL,	340	340	-	-	50	-	81

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	35	-	38	-	73	1	74
Employees,	-	15	13	229	13	244	13	262
Others, .	-	3	24	50	24	53	28	55

REPORT OF ACCIDENTS TO EMPLOYEES AND OTHERS ON THE BOSTON & ALBANY RAILROAD IN THE STATE OF MASSACHUSETTS DURING THE YEAR ENDING JUNE 30, 1892.

July 1, 1891. — P. Connell, freight brakeman, while switching train at East Brookfield was pulling pin, and caught his finger between head of pin and dead-wood; one finger badly bruised.

July 2. — R. H. Bundy, Wagner car porter, while opening car door lost his balance and fell off as train was rounding curve, one mile east of Russell; left side of face cut and bruised.

July 3. — James Kidney, freight brakeman, while coupling cars, link slipped, he caught his hand between dead-woods, and it was badly crushed; he was taken to the hospital at Worcester.

July 3. — Unknown woman, when coming out of car on train No. 15, at Palmer, put her fingers in back of door and pinched them.

July 3. — Unknown man, leaving car No. 161 on train No. 259, at Worcester, caught his hand in car door and bruised his fingers.

July 4. — J. McCormick, when train No. 494 arrived at North Adams station, was found lying on platform of engine under headlight, right leg broken, head and shoulder bruised and injured internally; taken to hospital, and died July 6.

July 4. — William Dugan, while intoxicated, got under some freight cars at freight house No. 1, Boston, and when cars were moved he was dragged a short distance; left leg fractured, and complained of his back. Sent to hospital.

July 8. — Michael Tierney, 46 Baxter Street, South Boston, caught his hand in crack of door on train No. 81, at Faneuil, and had three fingers jammed.

July 9. — J. Westwill, freight brakeman, was coupling car to caboose in West Springfield yard, and caught his finger between head of pin and dead-wood, badly bruising it.

July 13. — J. White, freight brakeman, while reaching to couple two cars caught his arm between the dead-wood blocks, injuring it slightly. Accident happened in new yard, Boston.

July 14. — John McIsaac, freight conductor, while ropeing B. & A. car No. 2009 in Milford yard it jumped the track and threw him from the car. A pair of trucks rolled from under it and struck him, injuring his back and stomach.

July 15. — W. W. Stockwell, freight brakeman, second finger on right hand injured while coupling cars in West Springfield yard.

July 15. — John Smith, freight brakeman, while coupling engine to P. R.R. car No. 11058, draw-bar slipped and caught his finger, badly cutting the flesh.

July 16. — Jeremiah Collins, Washington, Mass., stealing a ride from North Adams junction, fell from train near Hinsdale; was run over and instantly killed.

July 16. — J. Gile, freight brakeman, while coupling cars at Washington caught his hand between the draw-bars.

July 16. — F. F. Sullivan, passenger on train No. 89, caught his hand in door of coach No. 186, and end of middle finger on left hand was cut off.

July 17. — S. S. Williams, freight brakeman, after putting back head block at Claflin's coal yard stepped onto track No. 2 and was struck by car with engine No. 208; was taken to hospital, and died from his injuries.

July 18. — J. Callahan, freight brakeman, while switching train at South Spencer, three cars struck the one he was on, throwing him off, injuring his legs and feet.

July 18. — Patrick Crosby, while switching at Southville, got his finger caught behind the pin and smashed.

July 22. — F. Durkin, freight brakeman, bruised two fingers on right hand while coupling cars in Back Bay yard, Boston.

July 23. — W. H. Stringer, Wellesley, in getting off the train with flag at Wellesley, while it was moving ten or twelve miles an hour, fell, and side of his face was bruised and thumb on left hand sprained.

July 25. — H. J. Morgan, helper, was coupling cars at North Wilbraham, and caught his arm between the dead-woods and broke it.

July 29. — Michael Carney, freight brakeman, while train was switching in Boston yard was knocked between the cars by Harrison Avenue bridge and train ran over him, injuring him fatally.

July 29. — A. Howe, freight brakeman, while setting up brake was struck by bridge at Brighton and had his head cut.

August 1. — T. Cassey of Westfield was pulling pin between caboose and rear car and got one finger jammed.

August 1. — A. B. Hubbard, freight brakeman, was caught between platforms while switching passenger cars at Pittsfield, and side injured.

August 3. — J. B. Stewart, freight brakeman, while going over train was struck by North Street bridge at Pittsfield, and slightly injured.

August 5. — J. W. Jarvis, freight brakeman, attempting to pull a pin between cars, at Ashland, caught his hand and had two fingers bruised.

August 5. — John Kelliher, freight brakeman, was putting on brakes in Springfield freight-house yard, and caught his hand between two brake wheels; index finger bruised.

August 9. — W. Shaw, freight brakeman, when train was passing Grafton Street, Worcester, car jumped the track; Shaw jumped to save himself and hurt his heels and hip.

August 10. — Walter Partington, getting down rear car on train No. 235 at Cottage Farm, missed grab-iron and fell to the ground, spraining his knee.

August 10. — Dr. Utley, Newton, jumped on rear end of train No. 118 after it had started, and struck his head, injuring his nose slightly.

August 11. — Patrick McAuliffe, car cleaner, while at work in Boston yard was struck by steps on Wagner cars on train No. 15, knocked down, and received two small cuts on forehead.

August 11. — M. E. Titus, freight brakeman, caught his finger while pulling pin at Worcester, and bruised it.

August 11. — Fred Robbins, freight brakeman, coupling engine to car at Newtonville, was caught between them and badly bruised.

August 12. — John Curley, freight brakeman, division No. 1, was struck on hip by a piece of a buffer, which broke while coupling, and was injured slightly.

August 12. — Geo. Stacey, freight brakeman, stepping from car after train had stopped at Greenwich, sprained joint of his knee, which had previously been hurt.

August 13. — Unknown man found dead in ditch on south side of tracks near Palmer; had evidently been struck by a train.

August 13. — James Shepardson, while riding on a freight train at Pittsfield, cars came together and caught his foot between the bunters, injuring it slightly.

August 13. — Unknown man walking on track at Lake crossing, Natick, was struck by train No. 9 and killed.

August 14. — E. E. DeMary, freight conductor, while going down side ladder of head car just west of St. Mary's Street crossing at Cottage Farm, was struck by signal post, and knocked off and bruised.

August 16. — Michael Collins, West Stockbridge, attempted to get on a passing freight train at State line; was thrown under car and had left foot crushed; was slightly under influence of liquor.

August 18. — R. McCarthy, freight brakeman, caught between handle of link and a coal car while coupling, and back and chest injured; accident occurred in Springfield yard.

August 18. — N. H. Gill, freight brakeman, going down side ladder at Barre Plains, was struck by car on side track; thrown to the ground and head cut.

August 18. — William Emperor, Pittsfield, trying to get on a freight train about one mile east of Pittsfield depot, fell under the cars and was instantly killed.

August 18. — Thomas Collins of Worcester jumped from second rear car of train No. 34 at Newtonville after train had started; back of head hurt.

August 19. — Hildah Carlberk, Quincy, Mass., leaving train No. 15 at Worcester, caught her heel on car step and fell to platform; elbow slightly injured.

August 20. — J. Kane, freight brakeman, coupling cars in West Springfield yard, had finger bruised.

August 20. — G. Stacy, West Newton, jumped from step of car on train No. 80 as it was leaving Waban, and rolled down bank; only slightly injured.

August 20. — Frank Clark of Springfield was found near Shawmut Avenue bridge at 7.33 P.M.; supposed to have fallen from excursion train bound for Springfield; complained of pain in his side; was drunk.

August 22. — Martin Flaherty, brakeman, had his arm out through window of car No. 70 as train was pulling out of engine house track, Boston; was struck by car on next track and arm broken.

August 23. — John Day attempted to board a moving freight train about one mile west of Huntington; lost two toes and was otherwise bruised; was drunk.

August 24. — R. Q. Barlow, passenger on train No. 51, had his hand bruised by a stone thrown into open window of car by some boys near Brighton bridge.

August 24. — James McDermott, a tramp, stealing a ride on freight train, trying to avoid train men, fell between cars; one leg cut off, the other crushed. Died morning of 25th. Accident occurred near Chester.

August 25. — Unknown man, walking on track near Riverside, was struck by pilot of engine No. 164; extent of injuries unknown.

August 25. — M. Fenton, brakeman, switcher, getting off box car, hand slipped from brake head and he fell to the ground, bruising his face and hip.

August 26. — John P. Crenin and J. Kelly of Malden jumped from train No. 21 at tower No. 23, South Framingham, and fell; both had been drinking and did not appear to be injured.

August 26. — R. F. Milliken, freight brakeman, hand injured coupling cars at Newton Lower Falls.

August 26. — T. H. Holohan, freight brakeman, jumped off train at tower No. 21, South Framingham, with flag in his hand; fell, and stuck spike into his instep.

August 27. — Harry A. Greaney of Worcester, walking on track near South Spencer, and trying to get out of the way of a freight train, stepped in front of train No. 331; died the same day.

August 27. — Austin Young, freight brakeman, got his leg caught between lumber on flat car and brake staff, while switching at South Framingham; leg was bruised.

August 28. — C. Monohan, freight brakeman, while setting brakes in Worcester yard made misstep and fell to the ground, spraining his ankle.

August 29. — James Dalton, freight brakeman, found dead on track about one mile west of Westborough; had evidently fallen from train and been run over.

August 30. — Polly Smith of Pittsfield attempted to crawl under train No. 318 while it was in motion, about one-half mile east of Pittsfield; was struck by oil box and knocked senseless.

September 2. — P. Casey, freight brakeman, arm bruised while coupling cars at Springfield.

September 2. — Geo. Young, section man, intoxicated, was going to station to take train No. 330 home; stepped in front of engine, was knocked down, and right leg run over above the ankle.

September 3. — Phil Daley, freight conductor, in passing from one car to another, while switching at Indian Orchard Village, stepped on ratchet wheel and fell, striking his knee and badly wrenching it.

September 4. — Samuel Wheeler of South Boston, while walking on track near Southville, was struck by engine of freight train; when picked up, he was unconscious.

September 5. — H. Wakefield, freight brakeman, while switching at Palmer rode back a car loaded with stone, and when it struck other cars stone fell over on his foot, bruising it.

September 6. — W. H. Whitney, freight brakeman, was on middle platform at West Brookfield going from head end to caboose; train No. 75 came along, and some projection struck Whitney and broke his arm.

September 8. — Unknown man, on track at Webster Junction, struck by train No. 66 and instantly killed.

September 8. — John Lucy of Natick jumped from train No. 111 at South Framingham and struck his head against a post, cutting his ear.

September 11. — J. Spaulding Bacon of Natick had end of one finger on right hand cut and torn by slamming of car door.

September 12. — Wm. Reynolds, freight brakeman, while pulling pin at West Pittsfield caught his right arm between the head-blocks and crushed it below the elbow.

September 14. — Geo. Kenney, freight brakeman, while attempting to get on a platform car in West Springfield yard, lost his hold and fell back, spraining his ankle.

September 15. — E. E. Bryant, freight conductor, coupling cars at North Wilbraham, pin flew out and struck him on the head, cutting a gash one and a half inches long.

September 16. — D. Gorton, freight brakeman, coupling engine to car at Jamesville, was caught between them and squeezed.

September 17. — Chas. McElroy, trespasser, found on track in West Springfield yard, run over at the hips; taken to emergency room, and died in a short time.

September 18. — Augustus German, brakeman, coupling engine to Old Colony coach at South Framingham, was caught between the two, and left leg and hip slightly injured.

September 18. — Geo. Thurston, brakeman, coupling engine to passenger car at Springfield, caught his hand between pin and buffer, breaking one finger.

September 18. — B. Walsh, freight brakeman, coupling cars in West Springfield yard, caught his arm between dead-woods and was slightly injured.

September 18. — Wm. Stevens, freight brakeman, after pulling pin on engine at South Framingham was standing on side moulding and was struck by distant signal post, knocking him off and bruising his head and body.

September 19. — James Bennett was thrown from car while at work unloading stone in Wellesley yard; car he was on was struck by another car in switching.

September 21. — G. L. Young, freight brakeman, coupling cars at Worcester, caught his finger, bruising it.

September 21. — F. J. Marvin, employee road department, had been painting switches, and was walking on track near Dalton; stepped in front of engine No. 55, freight train, and was badly injured; was removed to Pittsfield.

September 22. — Train No. 23, coaches 192 and 187, jumped the track just east of tower No. 7 at Boston, and tipped over, slightly injuring: Barker, Mrs. A. M., Newton, Mass.; Bond, Mrs. Edw. T., West Newton; Cain, Mrs. Margaret, Newton Lower Falls; Conway, Margaret, Boston; Covell, Wm. Brooks; Crocket, Mrs. Harriet A., Mansfield, Me.; Crother, Mrs. Emma J.,

Newton Lower Falls; Curtis, Frederick, Newton Lower Falls; Curtis, Miss Helen, Newton Lower Falls; Curtis, Frank J., Newtonville; Deary, Miss Eva, Newtonville; French, Mrs. Mary; Grait, Miss Eliza, West Newton; Grant, Mrs. John, Newton; Haven, Albert S., Allston; Jaquith, Mrs. H. J., West Newton; McKeag, Charlotte B., Newtonville; McNamara, Mich. T.; Moore, Mrs. Margaret, West Newton; Priest, Mrs. Henry A., Auburndale; Puffer, Mrs. W. L., West Newton; Robinson, Mrs. Annie, Boston; Roach, Bridget; Shaw, John W., Wellesley; Sherman, Mrs. Annie E., Newton Lower Falls; Sisson, Mrs. Lydia A., New Bedford; Swallow, Mrs. A. H., Newton Lower Falls; Swallow, Henry H. Newton Lower Falls.

September 24. — A. H. Chamberlain, passenger brakeman, while coupling engine to car at South Framingham had second finger on left hand caught and bruised.

September 26. — Peter Mosher, freight conductor, thumb caught and bruised while coupling cars in West Springfield yard.

September 26. — J. Burke, freight brakeman, hand caught and bruised while coupling cars at Worcester Junction.

September 26. — G. Edwards, freight brakeman, thumb caught and slightly bruised while coupling cars at Huntington.

September 26. — E. Story, while attempting to board train No. 121 at Boston after it had started, was dragged a short distance, and his foot jammed.

September 26. — R. B. Gibson, freight brakeman, claims he was getting down side ladder in West Springfield yard and was struck by car on another track, injuring his leg; no witnesses.

September 29. — John Grimes, a boy, was hanging on side of freight train at Chelsea, and in attempting to get off was thrown on track by motion of train, and his ankle broken.

September 30. — Unknown man, walking on track west of Lake crossing, Natick, was struck by engine of train No. 37 and killed; an empty pint bottle was found near the body.

October 3. — J. H. Newstead, freight brakeman, jumped from train about one mile west of North Wilbraham and sprained his knee and hurt his wrist; train was about to run into one ahead of it, and he jumped just before they struck.

October 3. — E. Dumphy, freight brakeman, coupling engine to passenger car in Springfield freight yard, caught his finger between pin and bunter and crushed it.

October 3. — Gondolfo Lovende, an Italian, was struck by train No. 20 on Washington Street crossing, Newton, and had his right arm broken; gates were down, and he went under them.

October 4. — J. Looney, freight brakeman, getting off wrecking car, step was broken and he fell through, bruising his knee; accident occurred in West Springfield yard.

October 4. — John Clune, tramp, either in getting off train or in trying to get on, fell, and the cars ran over his leg, cutting off his foot; accident occurred at Russell.

October 5. — David James, brakeman, in coupling engine to car in Boston passenger yard caught his hand, and his fingers were crushed.

October 5. — James Ford, passenger, jumped from train No. 2 at Schodack before it had stopped, and had face hurt; he was intoxicated.

October 6. — Patrick Lynch, laborer, cleaning switch, did not see cars which were thrown on the track where he was at work; was run over, and lived only about half an hour.

October 7. — D. F. Hayes, freight brakeman, was coupling cars at Waterville, and as he stepped from between he was struck by a car running on side track, and had his arm and shoulder injured.

October 7. — P. Riley, freight brakeman, was putting on his overalls in caboose; engine No. 47 struck caboose, and Riley fell against stove, slightly injuring his shoulder.

October 9. — Martin Sullivan and Franklin Smith: freight train going east met train No. 3 just east of Weyant's brick yard, Springfield. The two men were on north side of track, about to steal a ride on freight train. Smith tried to jump across track ahead of No. 3, and was hit by engine and killed. Sullivan was slightly injured on his left side.

October 12. — Granatte Nicaline, an Italian: car pipe in which he was working, at Newton, was struck by some other cars in switching; he was knocked down and his back injured.

October 12. — Mrs. H. W. Smalley, while riding a bicycle over Main Street crossing at South Framingham, was struck by tender of engine No. 59 (which was moving slowly) and thrown to north side of main track, spraining her left wrist and bruising her left leg; gates were being lowered, but were not down at time of accident.

October 13. — Geo. Thurston, freight brakeman, stepped between cars at Brimfield to couple them; slipped and hurt his ankle.

October 14. — Herman Bokelinan, brakeman, had two fingers jammed while coupling cars in Back Bay yard, Boston.

October 19. — Harry Amidon, a boy, was struck by second section of train No. 16 at Wellesley, and killed. Freight train west bound had just passed. He stepped out to pick out something from the track, and was getting back onto station platform when he was struck by No. 16, going east.

October 19. — M. Farley of West Brookfield attempted to cross from north to south side of station at Springfield ahead of a train going east; he was struck by engine No. 89, of freight, and killed.

October 21. — Patrick Reilly, freight brakeman, was standing on foot-board at brake, when car he was on struck other cars; bunter pushed in, and cars came so closely together they caught his legs, bruising and cutting them; accident occurred in Springfield freight yard.

October 23. — M. Giel, freight brakeman, while coupling cars in Springfield freight yard caught his arm between the dead-woods and bruised it.

October 24. — J. Donovan, freight brakeman, while trying to couple cars, was knocked down, run over and killed; accident occurred in Back Bay yard, Boston.

October 24. — Daniel Allen, switch conductor, had two fingers injured while coupling cars in Boston yard.

October 26. — A. Howe, freight brakeman, coupling cars at Back Bay, Boston, had his arm caught and slightly bruised.

October 30. — Daniel Smith, a boy, stealing a ride on freight train, was trying to get off at Athol Junction; fell, and had left leg run over and crushed at ankle.

October 30. — W. Walsh, conductor, walking on main track opposite tower No. 44, was struck by engine No. 182; leg and back bruised.

October 30. — Winnie Grady thought train No. 62 was not going to stop at Auburndale, and jumped off; head cut and bruised. No. 62 slowed up for No. 79 at station, and then started ahead.

October 31. — D. Gorton, freight brakeman, hand injured while coupling cars at Warren.

October 31. — Tom Flaherty, while cleaning out dump cars near Cypress Street bridge, Boston, five cars struck car he was in; claims to have injured his side.

November 2. — G. H. Carner, freight brakeman, coupling engine to car in West Springfield yard, caught his thumb between the couplers and pinched it.

November 2. — H. Laventure, freight brakeman, was caught between the cars while coupling at Back Bay, Boston, and hip injured.

November 4. — Wm. Kennedy, freight brakeman, while pulling pin caught his finger between pin and end of car, jamming it near knuckle; accident occurred under bridge No. 2, Boston.

November 6. — Edith Talbot Gould had knee injured by car door being thrown against it.

November 11. — Henry Allen, freight brakeman, going to Back Bay, with train, was on rear car with light, standing on dead-woods, holding on brake staff; brake was struck by bridge, throwing staff out of place; he fell off and hurt his back.

November 11. — James Mulkinn, freight brakeman, while switching cars in Boston yard was struck by Harrison Avenue bridge, and head slightly cut.

November 11. — Thomas Merigan, freight brakeman, was struck by bridge at Boylston Street, Boston, receiving a cut in the head one inch long; bridge guards all right.

November 12. — P. W. Valley, freight brakeman, was getting down ladder of car No. 32728 W, when grab-iron pulled out and he fell; his hand was bruised and he complained of his back.

November 12. — J. H. Dwyer, Brookline, had fingers of left hand run over by a train, and first, second and third fingers were amputated; accident happened some time between six and seven o'clock, about one hundred feet east of Kerrigan Lane crossing. Dwyer was intoxicated.

November 12. — Gracie Roche, four years old, was struck on Grand Street crossing, Worcester, by train No. 20, and killed; bell was ringing and whistle was sounded as usual.

November 13. — J. Laden, freight brakeman, when coupling engine to car at Chester caught his hand between draw-bars, and had back of hand and one finger slightly bruised.

November 13. — Geo. Ayers, section foreman, jumped from hand car to avoid being struck by engine near Middlefield; engine struck the car, but it did not leave the track. Ayers was shaken up, but not seriously injured. He had out no flag or warning of any kind.

November 13. — M. Moriarty, trackman, walking between tracks near North Wilbraham, with an iron bar over his shoulder; bar was struck by engine No. 42, throwing Moriarty down; one arm slightly hurt.

November 13. — Unknown boy, at Wellesley, caught his fingers in door of car on train No. 79, and jammed them slightly.

November 16. — F. W. Davis, freight brakeman, coupling engine to caboose at Worcester, air brake pipe hit him in the side, injuring him slightly.

November 16. — G. Piper, freight brakeman, coupling engine to car at South Framingham, draw-bar pushed in and caught him between sill of car and moulding of tender; bruised his back and broke his collar bone.

November 17. — John O. Boland, car sealer, was standing on track No. 12 in Worcester yard, watching Providence & Worcester train pulling out; engine No. 113 was backing train off on No. 12, and, as he did not hear cars coming, he was knocked down, bruising his shoulder badly.

November 18. — W. Conners, freight brakeman, while train was coming into Millbury, was running for a brake, slipped and fell off train; slightly bruised on forehead, and neck hurt.

November 19. — W. Tucker, freight brakeman, got down from top of car to cut off two rear cars, and when slack of train came back he struck his arm against something, he did not know what, and injured it; accident occurred in Worcester yard.

November 19. — Geo. Millett, teamster, was unloading window frames from a car in Boston yard, car he was in was struck by other cars and he was knocked down; a bundle of frames fell on him, slightly injuring his hip and shoulder.

November 20. — H. A. Edson, freight brakeman: car he was on jumped the track coming out of turn-out at Smith's station, Athol Branch; Edson jumped from the car to a coal car and then to the ground, and hurt his back and ankle.

November 20. — A. Gurney, freight brakeman, in getting down from a car to uncouple engine, in West Springfield yard, stepped on a plank and turned his ankle.

November 21. — Daniel Curtis, a boy, while taking a ride on switch train in Auburndale yard fell and struck his head, cutting it slightly.

November 21. — Unknown man caught hold of rear end of rear car on train No. 21 when it was leaving Boston depot, and was thrown down and slightly bruised.

November 21. — Dennis Nyhan: switch engine was putting two baggage cars into No. 1 freight house, Boston, and this man was caught between side of car and platform; his arm was fractured and he was injured internally.

November 23. — F. G. Cobb, freight brakeman, was carrying a box from platform to car, stepped on end of sleeper and turned his ankle; accident occurred at South Spencer.

November 24. — M. Doyle and D. F. Dunham of Boston: stone was thrown through window of car on train No. 34 between Wellesley and Wellesley Hills, breaking glass; Doyle received glass in the eye and Dunham had a finger scratched.

November 24. — C. Shea, freight brakeman, was walking across L. S. & M. S. coal car, in Worcester yard, and stepped on a piece of scantling lying on car and turned his ankle.

November 24. — Thos. A. Atkinson of Stearnsville was found dead on south track, one and a half miles west of Pittsfield station, body badly mutilated; probably struck by engine No. 255, as hat was found on engine.

November 24. — Wm. Robb, freight brakeman, while switching at North Wilbraham tried to couple cars while they were moving; left arm was caught and badly bruised.

November 24. — Orrin Cook, Milford, stepped off train No. 259 at Milford before it had stopped, and was thrown down on platform and slightly lamed.

November 25. — T. Conlin, freight brakeman, caught his finger between sill and casing of passenger coach, at Springfield, and finger was slightly bruised.

November 26. — Annie Howe of Boston, walking on track in Boston yard, was struck by switch engine No. 17 and fatally injured.

November 26. — Mrs. F. Quilty of Waban was getting off train No. 90 at Waban when it started, and she fell on platform; claimed her back was hurt.

November 28. — J. Barry, freight brakeman, walking over a car of soft coal, in Worcester yard, turned his ankle.

November 29. — W. C. Reynolds, freight brakeman, coupling engine to car at Pittsfield, caught his hand; first finger of right hand broken and flesh torn from hand.

November 30. — Thos. Millmore, passing Cambridgeport, nine cars broke off; while backing to hitch them on, Millmore attempted to pass between, stepped on shackle, and his foot was caught between draw-bars, bruising it badly.

December 1. — John Sullivan of Mittineague attempted to board freight train No. 318 about three miles east of Westfield, fell, and both legs were run over below the knee; was removed to hospital, legs amputated, and he died from the effects of the operation.

December 1. — G. J. Rose, freight brakeman, while switching at Jamesville caught fingers between dead-woods, and they were badly bruised.

December 3. — Daniel D. Allen, freight brakeman, had thumb and forefinger on left hand slightly injured while coupling cars at South Framingham.

December 4. — Wm. Bowers, tram, standing on coal car at North Adams Junction, when "pusher" came up and struck rear car; jar threw him off, and he had both legs run over; appeared to be under the influence of liquor.

December 4. — Dennis Kelliher, freight brakeman, Springfield freight yard, pulling pin, caught finger between head of pin and dead-woods, bruising middle finger of left hand.

December 4. — J. Gile, freight conductor, trying to pull pin between engine and car in West Springfield yard, had one finger on left hand badly bruised.

December 4. — W. M. Burt, freight brakeman, was cutting the engine from a car, lost his hold and fell under engine; one leg was taken off at the knee and the other at the ankle.

December 5. — W. Clafin, freight brakeman, while train was standing at North Adams Junction, was attempting to fix cupola lights in caboose, and slipped off step and fell to floor, striking oil locker, injuring right side and leg.

December 5. — P. Quinn, right foot jammed at wharf in Boston; was getting between cars, and put his foot between shoulder of draw-bar and dead-wood; Old Colony Railroad switcher shoved cars together, catching his foot.

December 7. — Thos. Sullivan, Cambridge, stealing a ride, had heel and ankle bruised between two cars while switching at East Cambridge.

December 7. — P. W. Valley, freight brakeman, while switching in Worcester yard ran against a switch, injuring his leg.

December 8. — Frank Whitney, fireman, shoulder broken, head cut and more or less bruised, about two miles east of Rochdale; fell from cab of engine.

December 9. — Geo. Hewlett, freight brakeman, going over tender caught his foot on poker and fell off, spraining his arm; accident occurred at Allston.

December 9. — H. Poirier, freight brakeman, thumb caught and bruised while coupling cars in Worcester yard.

December 9. — F. Elmer, freight brakeman, forefinger on left hand jammed while pulling pin in Worcester yard.

December 10. — — Schuler, freight brakeman, had arm and hip bruised at Back Bay, Boston; was riding some cars which struck other cars that did not clear the track, and he rolled off side of car.

December 10. — Milton Ekins, freight brakeman, struck his head against Boylston Street bridge, Boston, while switching; slight scalp wound.

December 11. — C. F. Elmer, freight brakeman, had two fingers jammed while coupling cars at Cottage Farm.

December 11. — John Maguire and Edward Madden, sitting beside track at Milford in a state of intoxication, were knocked into the ditch by train No. 259; Maguire had slight bruise on back of head, and Madden had his foot hurt slightly.

December 11. — John Dunn, conductor, was running to change switch at paint shop, Springfield, and caught heel in switch rod, straining knee cords.

December 18. — P. H. Brodie, freight brakeman, trying to couple cars at South Framingham, defect in Gould coupler; one finger caught and crushed so it had to be amputated.

December 19. — A. E. Cheeseman of Dalton slightly cut on side of face by glass from window in smoking car on train No. 5, broken by stone thrown at Cottage Farm.

December 19. — E. J. Murphy, freight brakeman, third finger on right hand injured while coupling cars at South Framingham.

December 19. — Geo. M. Fairbanks, watchman, two fingers badly crushed coupling engine to car at Webster.

December 19. — C. H. Landon, freight brakeman, one finger crushed pulling pin between engine and car at Charlton.

December 22. — H. E. Goodwin, engineer, T. Finnerty, fireman: engine No. 2, with twenty-four cars, coming from Hartford yard, ran into Springfield freight yard on track No. 3, where there were two cars standing, striking the cars and smashing engine; engineer jumped, receiving some bruises; fireman got arm caught and broken.

December 22. — M. Farrell, freight conductor, climbing ladder of car, took hold of foot-board, which gave way, and he fell to ground; right shoulder dislocated and two ribs broken; accident occurred at Charlton.

December 23. — M. Fleming, freight brakeman, was getting down from a box to a coal car when he fell to the ground, breaking two ribs; accident occurred one mile east of Huntington.

December 23. — J. J. Caul, freight brakeman, thumb crushed coupling engine to car at South Framingham.

December 24. — James Murphy, freight brakeman, when train was backing off for No. 11 at Wellesley, was struck by bridge, receiving a small cut on the head.

December 29. — F. H. Bowen, freight brakeman, trucking meat from car to freight house, at East Brookfield, skid slipped and he fell to the ground, bruising his shin.

December 30. — T. Phillips, freight brakeman, struck his head on Huntington Avenue bridge, Boston, cutting his forehead.

December 30. — Pat Norton, conductor, F. Mellen, freight brakeman: their train took side track at Russell for No. 19, and switch from main siding to back track was wrong; engine and three cars left track. Norton was on rear platform of caboose, and sudden stop threw him to the ground, bruising his shoulder. Mellen was on a car that left the track, and was badly shaken up.

December 30. — H. H. Howe, freight brakeman, was climbing up side ladder of car, and was struck by union signal No. 32 at Cottage Farm and thrown to the ground. Slight cut on back of head, and shoulder and back bruised.

December 31. — C. S. Howe, baggage master, when removing block from main track at North Brookfield the chain kinked and block flew back and fell on his foot, bruising his toes.

January 2, 1892. — Mrs. Wm. Spear of Bay City, Mich., stepped off train No. 20 in Worcester before it had stopped; fell, hurting her arm slightly.

January 2. — E. W. Dooley, freight brakeman, while making a chain hitch at Allston the slack of train came back and caught him, squeezing him slightly.

January 2. — J. Leaden, freight brakeman, going down side ladder, was struck by stand-pipe of water tank; head and back bruised.

January 2. — Samuel Palmer, brakeman, was riding cars in on side track at Chester and they did not clear, and when engine and rest of train backed against them to start them Palmer was looking in another direction, and shock threw him off his balance; to save himself he held onto brace in such a way as to put his thumb out of joint.

January 3. — Patrick Hawley, Fairfield, found lying beside track just east of Fairfield; probably struck by train No. 6; circumstances not known.

January 4. — F. Flaherty, freight brakeman, while coupling engine to dump car was caught between foot-board of car and engine, and was squeezed between the shoulders.

January 4. — Frank Buchanan, brakeman, was knocked from top of car by coming in contact with Albany Street bridge: two toes were broken and ankle sprained, and he was badly shaken up.

January 4. — Alex. Frazier of Philadelphia, standing between two freight cars at South Framingham, when train started fell to the ground and broke his right leg; probably trying to steal a ride.

January 6. — Chas. Fitch of Newton, Mass.: train No. 16 was taking on extra car at Pittsfield, which struck train with great force; Mr. Fitch, who was standing in smoking car, was knocked down; complained of pain in head and hip.

January 7. — Patrick O'Leary, freight brakeman, while setting brake at Hinsdale ratchet slipped, throwing him down between cars; was run over and died within a few hours.

January 7. — Frank Brown, section foreman, stepped in front of engine at Westborough and was struck by foot-board; back of head cut and generally shaken up.

January 8. — G. E. Williams, freight conductor, coupling car to engine at Worcester, got second finger on right hand jammed.

January 8. — H. Day, freight brakeman, uncoupling hose between two cars which were frozen together, at Hinsdale; when it came apart it was so sudden that it wrenched his wrist.

January 9. — H. D. Wakefield, freight brakeman, while coupling cars at West Springfield yard had finger caught between the draw-bars, badly bruising it.

January 10. — Joseph Cashen, freight brakeman, coupling car to engine at East Boston, got hand and little finger cut off.

January 10. — J. B. McCann, freight brakeman, at Worcester, while coupling cars with skeleton draw-bar it slipped under and caught his forefinger between pin and dead-wood.

January 11. — E. F. Collins, freight brakeman, got finger caught while pulling pin between engine and car at Worcester, badly bruising it.

January 12. — John Perkins, carpenter, was crossing track between two cars at Westfield when cars shut together, catching his foot between draw-bars and bruising it.

January 13. — Malachi Beggs, freight brakeman, while coupling cars in East Boston yard had hand caught behind pin and badly cut.

January 13. — David C. Kenney of Brockton was standing on platform between tracks at North Grafton while freight train was passing west, and

was struck by train No. 60, whose approach he evidently did not notice, though whistle was sounded and bell rung; instantly killed.

January 13. — John Trigg, brakeman, was coupling steam hose at Springfield, and caught third finger of right hand in coupling, tearing nail nearly off.

January 13. — W. S. Sherman, freight brakeman, had left arm caught between dead-woods while coupling cars at Hinsdale; slightly squeezed.

January 13. — Wm. Morris, freight brakeman, was walking toward rear of train to look down to see if uncoupled, when train started suddenly, and to save himself from being thrown headlong to the ground jumped, and when he struck the ground turned his ankle; accident happened at Worcester.

January 15 — T. Riley, freight brakeman, at Cottage Farm, while coupling cars, having a Jenney and Ames draw-bar, caught his arm between the cast-iron bunters; no bones broken.

January 15. — James Gazaway, freight brakeman, while coupling engine to car in Boston yard got his finger caught between pin and casting of engine.

January 18. — J. W. Bowzer, colored porter on No. 63, was walking on track near Tremont Street bridge, and was struck by engine of train No. 90 and instantly killed; smoke from switching engine prevented engineer of No. 90 from seeing man in time to avoid accident.

January 18. — Unknown man, under influence of liquor, fell on floor of car in train No. 35, and left side of neck was scraped; he got on train at Boston and was put off at Columbus Avenue.

January 19. — D. Cavanaugh, freight brakeman, when about three-quarters of a mile east of North Adams Junction, train separated, caused by draw-bar pulling out; after going a short distance the pin in forward car broke, and the head section ran back and struck rear cars while Cavanaugh was setting a brake, throwing him against the brake.

January 19. — Daniel Donovan, laborer, when jumping from a freight car near No. 2 freight house, Boston, heel caught on sill of car and he fell to the ground and sprained his knee.

January 20. — F. H. Chase, fireman, was riding on top of freight car and was struck by Parker Street bridge, Back Bay; head was cut and body bruised.

January 21. — W. Dion, freight brakeman, hand pinched while coupling engine to car in West Springfield yard.

January 21. — F. Kenyon, freight brakeman, trucking freight from freight house to car at Hinsdale, skids slipped and he fell, bruising his leg.

January 21. — D. Cone, freight brakeman, was walking over train between Palmer and North Wilbraham, stepped on edge of running-board and turned his ankle.

January 22. — Thos. Booth, freight brakeman, while in the act of throwing a switch in Boston, switch handle was struck by steps of a passenger coach and he got his hand cut, making a flesh wound.

January 23. — Thos. Devoy, freight brakeman, slightly injured about the side and hip while coupling cars in Boston yard.

January 24. — A. W. Trainer of Brookline, while intoxicated, attempted to board No. 102 at Wellesley after train had started; fell and bruised his face.

January 25. — Mrs. Geo. Cunningham, Somerville, got off train No. 3 in Boston depot after train had started, and fell on the platform; she said she hurt her hip.

January 25. — Chas. Robertson, engineer Connecticut River Railroad: Connecticut River Railroad engine No 44 was pulling a train out of Springfield freight yard, and run off track at east end of Chestnut Street bridge on

account of a misplaced switch; while Boston & Albany switch engine No. 16 was trying to pull Connecticut River Railroad engine onto track with switch rope the pin on tender of No. 16 broke, and top part of pin flew through the cab window of Connecticut River Railroad engine and grazed engineer's head, bruising it.

January 26. — W. Dingley, freight conductor, and T. Phillips, brakeman, had their backs slightly hurt at Riverside while kicking two cars into yard; they ran into some passenger cars.

January 26. — Geo. Bracknell claims he saw switching engine backing out of freight track and thought they were going over highway crossing, which was not the case; the gates were up, so he turned down the hill to go under the tracks; horse became frightened and ran through freight yard, and was struck by train No. 3; horse was killed, wagon wrecked and driver thrown out, receiving two small cuts on the head. Accident occurred at Westfield.

January 28. — Mrs. L. A. Grant of Washington, while coming out of drawing-room car, train No. 84, at Worcester, the door shut and caught her fingers; skin broken on two fingers.

January 30. — Fred Ledue, brakeman, was standing on end platform of a Providence Railroad car, setting brake, when bolt on brake wheel came off, causing him to fall to the ground, bruising his knee and heel. Accident occurred in Springfield freight yard.

January 30. — J. G. Carrigan, brakeman, was standing on top of car, and got down as usual to pass through bridge at Chester; supposing it had been passed, he rose to standing position and was struck by bridge; head slightly bruised.

February 1. — H. Banister, brakeman, thumb bruised coupling cars in West Springfield yard.

February 1 — R. McCarthy, freight conductor, while running a car at Springfield engine house, brake chain broke and he tried to stop car by standing on brake beam and pulling on chain; his side was bruised by striking wheel of water tank as he was stepping off.

February 2. — J. Thompson, freight brakeman, struck by Albany Street bridge, Boston, and thrown to the ground, hurting nose and left leg slightly.

February 3. — J. Hamilton, passenger brakeman, was taking water at Worcester, and coal was so high that he could not govern spout; slipped, and one leg went into tank, spraining thigh and leg.

February 3. — James Sullivan, freight brakeman, finger slightly injured while coupling engine to car in Boston yard.

February 5. — A. Bosworth, freight brakeman, went between engine and car at Worcester to pull pin; engine came back and caught his hand between pin and casting of tender, splitting hand between second and third fingers.

February 6. — A. Wilmot, freight brakeman, finger slightly injured uncoupling cars at Westborough.

February 7. — F. Day, freight brakeman, struck head on Park bridge, cutting it slightly; continued at work.

February 7. — John Rohan was sitting on track facing train about one and a half miles east of Indian Orchard; whistle was sounded, bell rung and every effort made to stop train, but engine struck and ran over him, killing him instantly.

February 8. — Catherine Doyle and Mary Smith, car cleaners, were cleaning cars in Boston yard when brakeman who was switching let two cars strike the one they were in with such violence as to knock down Mrs. Doyle, hurting her head and hip; Mrs. Smith was struck in the side by back of seat.

February 12. — L. C. Wilson, engineer, while pulling train from turnout at West Brookfield, train separated in two places; when first pin broke signal was given to stop, and when second break was discovered signal was given to go ahead; but before he could get out of way cars came together, throwing him against cab window and cutting his nose.

February 17. — D. Hassett, freight brakeman, while putting on brake on coal car, foot slipped on ice on car and he fell to the ground, bruising knee and leg; accident occurred just west of Main Street arch, Springfield.

February 17. — W. Lahey, freight brakeman, was coupling engine to car in West Springfield yard and got his hand caught, bruising it.

February 17. — Martin Kelley, freight brakeman, thumb pinched trying to uncouple cars at Pittsfield.

February 18. — Atwood Bisbee, brakeman, trying to step on front of engine in Boston, missed his footing and went under engine, receiving scalp wound.

February 19. — H. R. Munson, freight brakeman, was standing on step of freight car pulling up the lever to uncouple cars, while making a run at Natick; the pull-down signal box struck his shoulder, splitting the bone, and broke the cords in arm and shoulder.

February 20. — John Jennings, freight conductor, pin broke and train separated, and when putting on break to stop rear part cars came together, and he was knocked down into some steel car was loaded with; hip and back hurt.

February 20. — James Fleeson, painter, was crossing tracks at West Chester Park bridge, Boston, and was struck by freight train, run over and killed.

February 22. — Benjamin Spencer, car inspector, while stepping from track No. 14 in Worcester yard to avoid engine No. 15 was struck down and run over by five tank cars; no one can be found who knows just how it happened.

February 24. — D. H. Stone, freight brakeman, finger pinched while pulling pin between engine and car at South Spencer.

February 27. — Patrick Powers of Newton, Mass., was found in an unconscious condition by switch gang, lying in middle of track No. 2 near Albany Street bridge, Boston; supposed to have fallen from train No. 67.

March 1. — James Vickers of Auburndale jumped from passenger train No. 145 at Auburndale after train had started; side of head cut.

March 2. — J. O'Neil, mail clerk, while switching mail car No. 40 onto track No. 9 at Boston it struck two cars standing on that track, and his knee was slightly injured.

March 2. — E. E. Bradley, station baggageman, attempted to cross tracks at East Brookfield; slipped and fell between rail and station platform; left leg struck by step of car on train No. 83, and sprained.

March 3. — E. F. Collins, freight brakeman, was walking on platform between tracks at east end of West Springfield yard, and stepped from platform to cross tracks just as train came from the east; bunter-beam of engine struck him, knocking him down; right side bruised and head cut.

March 3. — J. H. Farrell, freight brakeman, after his train had gone east, was found on Connecticut River bridge with one leg run over and otherwise injured; was sent to hospital, and soon died; no one saw the accident.

March 6. — L. Bettus, freight brakeman, finger badly bruised while coupling engine to car in West Springfield yard.

March 6. — Ed. Larkin, brakeman, while switching train at Allston tried to get on M. T. L. car, put his hand on block that keeps tank from moving, and his hand was caught between tank and block, slightly bruising it.

March 7. — G. T. Murdock of New Boston, Conn., came off Norwich train at Worcester, and said he was in a hurry to catch horsecar; crossed over Albany train while baggage was being unloaded, and was struck by a trunk that was being skidded; he said his forehead was cut and wrist hurt.

March 8. — Henry Mayo, freight brakeman, had one finger smashed while coupling cars in Worcester yard.

March 9. — Unknown child: party consisting of lady and two children got on train No. 118 at West Newton, and the lady, in order to have them all together, turned a seat while the child had hold of seat arm, jamming the child's fingers. Lady refused to give her name.

March 10. — Geo. Fitzpatrick, freight brakeman, two fingers badly bruised trying to couple engine to car.

March 12. — Patrick McCadden, while leaving train No. 147 at Newton, 11.12 P.M., fell from top step of car to platform between the tracks, striking his head, cutting his head and ear; he was intoxicated.

March 12. — Jos. Conchon of North Adams jumped off train No. 488 at Zylonite after it had started; had two cuts on head, and right shoulder dislocated; was under influence of liquor.

March 12. — R. B. Gibson, freight brakeman, when stepping from high carriage car to Boston & Albany car between West Warren and West Brimfield, running-board on Boston & Albany car was broken, causing him to hurt leg and ankle.

March 14. — Fred Cummings, freight brakeman, while coupling car to caboose at Allston caught his thumb between a Safford and Boston & Albany draw-bar, badly bruising it.

March 15. — A. S. Anderson, Worcester, attempted to cross tracks at Green Street, Worcester, ahead of train No. 407, and was struck by engine; nose broken and left leg bruised; gates were down.

March 15. — Sil Wilson, freight brakeman, coupling cars at North Adams Junction, glove was wet and stuck to link; three fingers on right hand bruised.

March 16. — John Robbins, freight brakeman, finger badly bruised while trying to pull pin in West Springfield yard.

March 16. — Frank Walch, freight brakeman, leg caught between dead-woods, and bruised, while coupling engine to car in old yard, Boston.

March 16. — E. J. Kellogg, freight brakeman, two fingers pinched while coupling cars in East Boston yard.

March 17. — Geo. C. Campbell, Fitchburg engineer: Fitchburg engine had backed down on delivery track at Somerville and was waiting for cars. Engineer had got off and was partly under engine, fixing it, when Boston & Albany East Boston local No. 234 backed in five cars on same track; did not notice Fitchburg engine, and when they struck cars to which it was coupled started it ahead, and it ran over left hand of Campbell; lost all but little finger.

March 18. — T. A. Jones, freight brakeman, while pulling pin at Milford stood with one foot on draw-bar and was caught between pin and dead-wood; foot crushed.

March 18. — Unknown woman was getting off train No. 121 at Allston and fell on steps, striking her head; injuries unknown; snow on steps.

March 19. — J. Alexander, freight brakeman, says he slipped from top of car at Back Bay when train took slack; hurt foot and elbow.

March 19. — Mrs. E. F. Smith, Saratoga, N. Y., was riding on train No. 20 just west of Pittsfield. Freight train passing had broken stake on car of

poles; stake scratched whole length of train, and broke three panes of glass; very small piece of glass struck Mrs. Smith on temple, but did not break the skin; doctor who was called said lady was very much frightened.

March 22. — J. H. Sullivan, freight brakeman, was uncoupling cars in West Springfield yard, and was holding chain attached to pin; when they started he caught index finger of left hand in chain, taking it off at first joint.

March 22. — P. Courtney, freight brakeman: train was just starting from Becket, when engineer applied air brake so suddenly as to throw Courtney — who was standing on rear platform of caboose — against side of doorway, bruising right ear badly.

March 22. — E. A. Perkins, fireman, while trying to pull down water pipe at Palmer rope broke, and he fell across man-hole on tender; somewhat bruised.

March 24. — E. A. McAdams, freight brakeman, while standing on car was struck on head by bridge No. 85; knocked senseless, and head cut. Car was extra high, and he, not thinking, rose up between tell-tale and bridge.

March 24. — H. H. Kirkland, fireman, was filling tank at Spencer, and lifted cover to tender box; staple in chain gave way, causing him to fall to floor, hurting his shoulder and back.

March 27. — Maggie Longer, car cleaner: engine was backing down to couple onto Wagner car No. 141, and when engine struck car Miss Longer was thrown from step-ladder to floor, inflicting slight injuries to her side.

March 28. — G. Demott, passenger brakeman, was removing an intoxicated man from train No. 167 at Worcester, and put his hand through a window, cutting it badly.

March 28. — James Sullivan, freight brakeman, went to get a pin from front end of engine, and, in raising a bar to get the pin, the bar fell, bruising middle finger, left hand. Accident happened in Boston.

March 29. — John Kane, freight brakeman, coupling cars in West Springfield yard, bunter pushed in and caught his hand behind pin, crushing two fingers.

March 31. — G. L. Bulkley, fireman: conductor Mack thrown onto tank of engine, and it struck Bulkley on the hip.

April 5. — Pat. O'Rourke, freight brakeman, two fingers injured coupling gravel cars at Back Bay Park, Boston.

April 6. — C. Grummond, freight brakeman, was getting on a car at Harrison Avenue bridge, Boston, and was struck by tell-tale post, bruising his hip.

April 6. — J. C. Grant, freight brakeman, while trying to couple cars in Worcester yard the cars came together and draw-bars shoved by one another; caught his arm below elbow, badly bruising it.

April 8. — Joseph Masterson, freight brakeman, thumb crushed while coupling cars at South Framingham.

April 11. — Unknown man was instantly killed about one mile east of West Brookfield station. Two men were walking on south track, and stepped off to avoid a gravel train going east, and directly ahead of train No. 13 going west. One man got clear and the other was struck.

April 11. — G. W. Merriam, freight brakeman, thumb bruised coupling cars at Templeton.

April 12. — A. Daniels, freight brakeman, when switching at Dalton cars were run back, striking other cars on same track with such force that Daniels, who was setting a brake, was knocked over and hurt his hip.

April 13. — Palmer Leavitt was standing on platform of car on train No. 86 at Brighton with his hand on car door; door shut and bruised his hand slightly.

April 14. — Philip Daly, freight conductor, was standing on step of caboose at East Brookfield; engineer applied air brake, and the sudden jerk threw Daly onto south main track; his head was cut and back injured.

April 16. — H. Hoisington, freight conductor, unloading freight at Becket, skid slipped and he fell to ground, injuring his left side and right wrist.

April 19. — Matt. Burns, car inspector: train broke apart, and when they backed up to couple pushed cars back just as Burns was passing between rear of train and some other cars, and caught him between draw-bars; two ribs fractured and abdomen bruised below the ribs; accident occurred in Springfield freight yard.

April 19. — J. Bird, freight brakeman, was throwing switch at West Springfield and target fell on his fingers.

April 19. — David Nixon of Chicago, Ill., was found on north track in unconscious condition, about seven hundred and fifty feet west of Pittsfield; removed to House of Mercy.

April 19. — E. G. Licht, freight brakeman, coupling engine to car at East Cambridge, was caught between dead-wood of car and molding of engine, and shoulder bruised.

April 20. — C. E. Goodwin, freight brakeman: switcher was pushing cars on track No. 9 in East Boston yard; cars on track No. 7 did not clear; Goodwin was walking back to get nearer to engine, and was caught; no bones broken.

April 23. — John J. Brown of Worcester found lying on track No. 13, outside of Boston station; his leg was cut off. He had lain down to sleep under a mail car, and when it was moved his leg was run over. Said he was drunk when he laid down.

April 25. — Mrs. Delaney, Newton Lower Falls, claims that she was hurt at Newton Lower Falls while two cars were being switched onto train No. 178; said the cars struck hard and gave her a shock.

April 25. — Wm. Smith, fireman, while engine No. 73 was at stand-pipe at Boston, engine No. 157 backed down on it, throwing Smith from tender to the ground; right side and arm injured.

April 26. — Mrs. W. R. Allen and daughter: horse was frightened by train No. 490, and became unmanageable; wagon struck switch, throwing both ladies out on freight house track. Accident happened at Coltsville.

May 3. — H. Vrooman, freight brakeman, jumped from hand rail of caboose to platform at North Adams Junction; stepped on link and turned his ankle.

May 4. — Morris Bennett of Worcester, a tramp, attempted to cross track at gravel pit near steam power station at Pittsfield, and was struck by engine of train No. 491; one foot and hand were partially cut off, and his head bruised; died May 5.

May 4. — J. Powers, freight brakeman, while stooping over looking for signals under Albany Street bridge, Boston, lost his balance and fell off car, striking on his shoulder and bruising him more or less.

May 6. — C. F. Tyler, engineer, put his hand out of cab window with lantern, looking at injector, and automatic signal was so near that he hit his hand against it and broke a finger.

May 7. — Charles Smith of Chelsea attempted to board freight train No. 239 at Chelsea cut, and fell under train; one leg was cut off below the knee.

May 9. — James Buckley, freight brakeman, pulled the pin on the engine before the train came to a stop, and caused the engine to go ahead about two feet from train; engine stopped, and train struck it. Buckley was on draw-bar of car next to engine, and his foot was crushed.

May 9. — Unknown woman, after train No. 76 came to a full stop in Boston station, slipped on car platform and fell down the steps to station platform, striking her head.

May 10 — W. Babineau (fifteen years old) was trying to board a moving freight train about a mile east of West Warren, missed his footing and went under train; both legs cut off. No one saw the accident.

May 10. — Cyril LeClaire, section man, was standing on track beside freight train, about a quarter of a mile west of Millbury Junction; train No. 110 came along and struck him, killing him instantly.

May 11. — Frank Ryan of Boston, while switching train at Kneeland Street, Boston, three cars were run down onto caboose, striking it so hard that it ran through the gate, striking Ryan; his face, head and legs were slightly injured.

May 11. — Mrs. M. P. Lewis was standing in door of caboose on train No. 474, looking out, and when train backed up to couple onto caboose it struck just hard enough to throw the old lady against the glass in door; she received two slight cuts on the face.

May 11. — T. Jones, freight brakeman, struck on head by bridge just west of Wellesley station; was giving motion to engineer, and rose up, not thinking of bridge; cut on head about one inch long.

May 14. — Peter Travers, freight brakeman, Springfield freight house yard, was trying to couple car with Ames draw-bar to one with Jenney draw-bar; pin did not drop into place, and he put his hand between the draw-bars to fix a link he had put in the Ames draw-bar; car moved and his hand was caught and bruised; tongue to Ames draw-bar was gone.

May 14. — Molly Taylor, Newtonville (a child), while getting off train No. 118 at Newton, heel seemed to catch on first step and she fell backward, sliding down the steps and striking her head; had some slight bruises on head. Steps were in perfect condition.

May 15. — Chas. Coyle, conductor gravel train: train of twenty-one grave cars and baggage car was being pushed by engine at Cottage Farm; Coyle stood on lower step of baggage car and swung himself out to look back; was struck by signal pole No. 95 and instantly killed.

May 17. — H. K. Barlow, freight brakeman, was getting off caboose to flag No. 5 at Brookfield while train was backing up; stepped on a stone, throwing him down, bruising his knee.

May 19. — F. E. Blanding, freight brakeman, while trying to make coupling in Worcester yard was struck by car and knocked down, one pair trucks passing over right leg close to body, crushing it; sent to City Hospital and died same day.

May 20. — W. H. Cripps, laborer, was about to wheel a load into a box car at South Framingham freight house when switcher threw in some more cars, which struck too hard and shoved the box car; the truck handle struck Cripps in the side, and he complained of pain there.

May 21. — Z. Armstrong, freight brakeman, while switching at west end of Worcester yard tried to pull pin; got his arm caught between dead-woods and broken.

May 21. — Daniel Frost, carpenter: light engine going east was crossing from track No. 2 to track No. 1; Frost came from Cady's shop (Springfield)

and walked onto the track as though intending to cross over, and was struck by engine; left leg broken and head and arm bruised. Whistle was sounded and brake applied.

May 22. — John Smith, tramp, passing between cars of freight train at North Adams Junction; when slack of train was taken his leg was caught between dead-woods, bruising his knee.

May 23. — J. Duffy, freight conductor, walking from caboose to forward end of train, between north and south tracks, stumbled on pile of dirt that had been thrown out by section men while putting in ties, spraining his knee.

May 23. — A. Daniels, freight brakeman, was walking on plank from freight house to car in Hinsdale, loading freight; one end of plank slipped and he fell, bruising his knee and side.

May 25. — Thos. Maguire of Woonsocket, tramp, while intoxicated went to sleep between track and woodshed at Pittsfield; engine came out of round-house, and step and journal boxes struck him in passing; both hands, face, one arm and one leg skinned slightly.

May 26. — J. Lonergan, freight brakeman: trainmen put a tramp off train No. 309 at North Wilbraham; he walked ahead, and when train passed him threw a stone through door of caboose, striking Lonergan, who was cleaning lantern, and throwing some glass in his eyes.

May 30. — Joseph Walker (sixteen years old) got on rear end of gravel train and was jumping from one car to another; fell off, striking on his head. Doctor said not seriously injured.

May 30. — M. McMahon, passenger, jumped from train No. 151 at Newton before it stopped, and was somewhat shaken up.

May 30. — C. A. Leach, freight brakeman, while coupling cars at North Grafton caught thumb between pin and dead-wood of car, bruising it badly.

June 1. — Thos. Meaney, freight brakeman, while setting brake on New York Central car brake wheel came off, and he fell to the ground; one wrist broken and otherwise bruised.

June 2. — Mrs. Jas. F. Butler, Indian Orchard, while getting off train No. 54 at Indian Orchard either fell from last step or on platform, striking on her hip; injuries unknown.

June 2. — W. M. Butler, freight engineer, while engine was taking coal at West Springfield yard a piece of coal rolled down and fell on his foot; two toes badly bruised.

June 3. — Two unknown men were walking on track No. 2 while freight train was passing on No. 1, and were struck by train No. 84; both killed. Whistle was sounded but men paid no attention. Accident happened near Cordaville.

June 3. — G. W. Conant, freight brakeman: when engine backed down caboose on track No. 3 at West Springfield yard it threw him against stove, hurting his foot.

June 4. — Thomas C. Bean, gate tender, was sitting outside of flaghouse, and while train No. 15 was passing got up and was struck by car steps; knee cut to bone.

June 5. — C. Moran, freight brakeman, uncoupling air brake, neglected to shut off the air, and when uncoupled hose flew up, hitting him on the nose, cutting it.

June 6. — G. B. Bearse, passenger brakeman: conductor was told that Bearse, in trying to catch rear car at Columbus Avenue, Boston, missed it, and started to run after train; stumbled and fell on platform, cutting his forehead.

June 7. — Unknown man, walking on east-bound track just west of forty-first mile post, was struck by train No. 50 and killed

June 8. — D. Cone, freight brakeman, while running over top of car stepped on edge of running-board and turned his ankle; place of accident, Warren.

June 9. — Ellen Harrod, West Newton, was struck by train No. 43 at West Newton as she was crossing Greenwood Avenue crossing; no gateman; bell was rung.

June 10 — Nora Demming of Dalton: some unknown person threw stone through window of coach on train No. 348, about a quarter of a mile east of Pittsfield station; both stone and glass struck her face, but slightly hurting her; considerably frightened.

June 10. — Hazel Carter, infant daughter of Henry Carter of Milford: while father and daughter were leaving train No. 254 at Raggville child stood for a moment holding on by door casing, when door swung to, bruising her finger.

June 13. — John Butler, car cleaner: while standing on arm of seat car was struck by train switching; he was knocked down, and struck his head on floor, cutting it. Place of accident, Boston.

June 13. — G. Manley, mail clerk: brakeman pulled bell cord before it was attached to engine bell; end came through end of mail car and broke globe on lamp; Manley claims globe fell on his head, burning it.

June 17. — W. R. Bryan, Boston, was sitting at open window in buffet car when something broke deflector; splinters hit him on nose, scratching it slightly.

June 18. — C. D. Leach, freight brakeman, in stepping off car at Westborough, stepped on end of cross tie, turning ankle quite badly.

June 18. — J. A. Lind claims that while crossing from coach to dining-car between North Grafton and Worcester some movement of plank threw him down, hurting his side.

June 20. — Barbara Mullen, while badly under the influence of liquor, rose from her seat at Faneuil and fell in aisle, bruising her face.

June 21. — H. Chesley, passenger brakeman, two fingers jammed in car door at Newtonville.

June 22. — H. A. Crowley, freight brakeman, was running between tracks at Palmer to catch engine, and fell in culvert.

June 23. — E. C. Belton, freight brakeman, while getting over a flat car loaded with stone, swung his foot out to get by a stone, and struck his foot against a switch target, hurting foot. Accident happened at East Brookfield.

June 24. — Michael Kelly, Beacon Park, Mass., was struck and killed by train No. 62 while walking on track between Allston depot and Beacon Park.

June 25. — O. L. Bennett, freight brakeman, while coupling engine to car at East Brookfield got hand caught between draw-bar of car and casting on rear of engine, badly bruising thumb and three fingers.

June 25. — Robt T. Clare, freight brakeman, while pulling between engine and car draw-bar shoved under, injuring hand badly.

June 27. — Chas. Sheridan, freight brakeman, was getting from one car of coal to another, about one mile east of Washington; fell on coal, cutting his face, hurting knee and shoulder.

June 27. — Edward Murphy, freight brakeman, had stepped between two cars to couple them, and, not making connection, signal was given to go ahead. It is thought he must have been fixing knuckle when rear cars moved down, catching him between dead-woods and draw-bars, killing him. Both Gould draw-bars, and knuckle on one was caught so it would not work.

June 28 — F. W. Jones, freight engineer: while at Cordaville taking on milk car brakeman let off brakes on train, letting it run down, striking side of engine as it was backing in on turnout, taking cab off engine and hurting engineer's side.

June 29 — R. W. Gage, Allston, Mass , attempted to catch train No. 96 after it had started from Allston, and, catching handles, the movement of train swung him between two cars. Train was stopped before he got under wheels, but his knee and head were bruised.

June 29. — A. Roberts, freight brakeman, hand injured while pulling pin between engine and car in West Springfield yard.

June 30 — F. Welch, freight brakeman, while riding two cars at Boston was setting brakes, let go his hold and fell between tracks: not badly injured. No defect in brake.

June 30. — John Trainor, Brighton, was riding in cars at Brighton and fell between bulk-head wall and cars; cars passed over chest, killing him. Boy by name of Collins was the only witness, but he does not appear to know whether Trainor was getting into or out of car.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	188
Number of crossings of highways over railroad,	101
Number of crossings of highways under railroad,	46
Number of highway bridges 18 feet above track,	49
Number of highway bridges less than 18 feet above track,	52
Height of lowest bridge above the rail,	14.3 feet.
Number of crossings at which gates or flagmen are maintained,	82
Number of crossings at which electric signals are maintained,	4
Number of crossings at which there are neither signals nor flagman,	105
Number of railroad crossings at grade (specifying each),	13
Old Colony Railroad, Providence Division. Old Colony Railroad, South Framingham. New York, Providence & Boston Railroad, Worcester Division. New York & New England Railroad, Norwich and Worcester Division. Worcester Viaduct Company. New London Northern Railroad, Palmer. New London Northern Railroad, Barrett's Junction. New Haven & Northampton Branch, Westfield. Fitchburg Railroad Boston & Maine Railroad, Eastern Division, Mystic Branch, Main Line, Western Division, East Boston Branch.	
Number of railroad crossings under other railroads (specifying each),	2
Boston & Maine Railroad, Lowell Division. Boston & Maine Railroad, Central Massachusetts Division.	

New Bridges of over Ten Feet Span built within the Year on Roads operated in Massachusetts (including Those replacing Old Structures and Those built where None before existed).

Location.	To Replace.	Description.	Length of Spans and Number of Tracks.	When and by whom Built.
Number 63 A, . .	- -	Plate girder.	53 ft. 8 in., 2 tracks.	June, 1892. R. F. Hawkins.
Number 83 A, . .	- -	Plate girder.	46 ft., 4 tracks.	November, 1891. R. F. Hawkins.
Number 96, . .	Rolled Beam.	Plate girder.	32 ft. 7 in., 4 tracks.	August, 1891. R. F. Hawkins.
Number 100, . .	Rolled Beam.	Plate girder.	29 ft. 5½ in., 2 tracks.	November, 1891. R. F. Hawkins.

<i>Bridges on Roads operated in Massachusetts.</i>	
Total length of pile and trestle bridging,	3,334.72 ft.
Bridges extensively repaired during the year (specify how): No. 146. Additional rivets put in floor beams, at end connections.	
Total amount expended for repairs and renewals of bridges,	\$196,713 76

NAME AND RESIDENCE OF OFFICERS.

William Bliss, *President*, Boston, Mass. Edward D. Hayden, *Vice-President*, Woburn, Mass. Walter H. Barnes, *General Manager*, Boston, Mass. Samuel Hoar, *General Counsel*, Concord, Mass. Myron E. Barber, *Auditor*, Springfield, Mass. Henry T. Gallup, *General Superintendent*, Springfield, Mass. Arthur Mills, *General Traffic Manager*, Boston, Mass. Henry B. Chapin, *General Freight Agent*, Boston, Mass. Hamilton Perkins, *Assistant General Freight Agent*, Boston, Mass. Arthur S. Hanson, *General Passenger Agent*, Boston, Mass. Charles E. Stevens, *Treasurer*, Hingham, Mass. Frank H. Ratcliffe, *Assistant Treasurer*, Newton Centre, Mass. Edward D. Hayden, *Clerk of Corporation*, Woburn, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William Bliss, Boston, Mass. John Cummings, Woburn, Mass. Edward L. Davis, Worcester, Mass. Chauncey M. Depew, New York, N. Y. Zenas Crane, Dalton, Mass. Edward B. Gillette, Westfield, Mass. Edward D. Hayden, Woburn, Mass. Samuel Hoar, Concord, Mass. Moses Kimball, Brookline, Mass. Jacob C. Rogers, Peabody, Mass. James A. Rumrill, Springfield, Mass. Charles S. Sargent, Brookline, Mass. John P. Spaulding, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

BOSTON & ALBANY RAILROAD COMPANY,

BOSTON AND SPRINGFIELD.

WILLIAM BLISS,
E. D. HAYDEN,
EDW. B. GILLETTE,
JACOB C. ROGERS,
SAMUEL HOAR,
JOHN P. SPAULDING,
JOHN CUMMINGS,
EDWARD L. DAVIS,
ZENAS CRANE,
MOSES KIMBALL,
J. A. RUMRILL,

Directors.

C. E. STEVENS,

Treasurer.

WALTER H. BARNES,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, July 29, 1892. Then personally appeared William Bliss, E. D. Hayden, Edw. B. Gillette, Samuel Hoar, John P. Spaulding, John Cummings, Edward L. Davis, Zenas Crane, J. A. Rumrill, Walter H. Barnes, C. E. Stevens and Moses Kimball, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRANK H. RATCLIFFE,

Justice of the Peace.

REPORT

OF THE

BOSTON & LOWELL RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Boston & Maine Railroad.]

INCOME ACCOUNT.		
General Exhibit for the Year.		
Income from lease of road,	\$810,965 55	
Miscellaneous income, less expense, accumu- lation for sinking fund,	2,375 98	
<hr/>		
TOTAL INCOME,		\$813,341 53
Salaries and maintenance of organization,	\$7,000 00	
Interest on funded debt accrued,	357,229 00	
Interest and discount on interest-bearing cur- rent liabilities,	49,178 55	
<hr/>		
TOTAL DEDUCTIONS,		413,407 55
NET INCOME,		399,933 98
Dividends declared (7 per cent.),		397,558 00
Surplus for year ending June 30, 1892,		2,375 98
Balance Profit and Loss Account June 30, 1891 (surplus),		665,176 52
TOTAL PROFIT AND LOSS ACCOUNT (SURPLUS),		667,552 50
Add: Premium on capital stock sold during the year,		227,118 75
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS).		894,671 25
<hr/>		
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Lands,		\$51,696 34
Mystic wharf,		475,422 41
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,		527,118 75
<hr/>		
General Balance Sheet June 30, 1892.		
Dr.		
Cost of road,	\$7,019,964 10	
Cost of equipment,	833,583 94	
Stocks, bonds and investments,	2,511,330 50	
Wharves and wharf property,	1,915,625 66	
Investments in:		
Manchester & Keene Railroad,	345,749 70	
Bedford & Billerica Railroad,	53,232 58	
Woburn Branch Extension,	290,297 24	
Double track Middlesex Central,	70,497 90	
New tracks,	19,978 07	
<hr/>		
TOTAL PERMANENT INVESTMENTS,		\$13,060,259 69

Cash,	\$344,788 41	
Bills receivable,	1,212,120 52	
Balance from other companies,	552,265 43	
TOTAL CASH AND CURRENT ASSETS,		\$2,109,174 36
Other assets :		
'Sinking fund,	\$61,775 47	
TOTAL OTHER ASSETS,		61,775 47
TOTAL,		\$15,231,209 52
Cr.		
Capital stock,		\$5,829,400 00
Funded debt,		7,538,400 00
Current liabilities :		
Loans and bills payable,	\$650,000 00	
Dividends not called for,	205,121 00	
Matured interest coupons unpaid (including coupons due July 1),	53,196 50	
Improvement account,	10,308 93	
TOTAL CURRENT LIABILITIES,		918,626 43
Accrued liabilities : Interest not yet due,	\$50,111 84	
TOTAL ACCRUED LIABILITIES,		50,111 84
Profit and Loss balance,		894,671 25
TOTAL,		\$15,231,209 52

CAPITAL STOCK.

Capital stock authorized by charter,	\$6,529,400 00	
Capital stock authorized by votes of company,	5,929,400 00	
Capital stock issued (number of shares, 58,294) ; amount paid in,		\$5,829,400 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		5,829,400 00
Total number of stockholders,	1,851	
Number of stockholders in Massachusetts,	1,758	
Amount of stock held in Massachusetts,	\$5,000,290 00	

FUNDED DEBT.

Funded debt, as follows :		
Bonds due April 1, 1892,		\$16,500 00
Bonds due March 1, 1895, rate of interest 7 per cent.,		500,000 00
Interest paid on same during year,	\$35,000 00	
Bonds due July 1, 1896, rate of interest 6 per cent.,		750,000 00
Interest paid on same during year,	\$45,000 00	
Bonds of Boston & Lowell Railroad due Oct. 1, 1897, rate of interest 6 per cent.,		200,000 00
Interest paid on same during year,	\$12,000 00	
Bonds of Boston & Lowell Railroad due Oct. 1, 1898, rate of interest 6 per cent.,		226,900 00
Interest paid on same during year,	\$13,614 00	

Bonds due July 1, 1899, rate of interest 5 per cent.,	\$620,000 00
Interest paid on same during year,	\$31,000 00
Bonds due May 1, 1903, rate of interest 4½ per cent.,	250,000 00
Interest paid on same during year,	\$11,250 00
Bonds due Sept., 1905, rate of interest 4 per cent.,	500,000 00
Interest paid on same during year,	\$20,000 00
Bonds due Nov. 1, 1906, rate of interest 5 per cent.,	500,000 00
Interest paid on same during year,	\$20,000 00
Bonds due June 1, 1907, rate of interest 4 per cent.,	2,000,000 00
Interest paid on same during year,	\$80,000 00
Bonds due July 1, 1907, rate of interest 4 per cent.,	325,000 00
Interest paid on same during year,	\$13,000 00
Bonds due April 1, 1909, rate of interest 4 per cent.,	350,000 00
Interest paid on same during year,	\$14,000 00
Bonds due April 1, 1932, rate of interest 4 per cent.,	1,000,000 00
Interest paid on same during year,	\$40,000 00
Bonds of Nashua & Lowell Railroad,	300,000 00
Interest paid on same during year,	\$17,000 00
TOTAL AMOUNT OF FUNDED DEBT,	\$7,538,500 00

DESCRIPTION OF ROAD OWNED.

Main line of road from Boston to Lowell,	26.75 miles.
Main line of road in Massachusetts,	26 75 "
Double track on main line,	26.75 "
Same in Massachusetts,	26 75 "
Branches owned by company, viz. :	
Mystic,	2.25 "
Lexington & Arlington,	9.25 "
Woburn,	6.20 "
Stoneham,	2 50 "
Lawrence,	3.21 "
Salem & Lowell,	16 80 "
Lowell & Lawrence,	12.42 "
Middlesex Central,	11.08 "
Bedford & Billerica,	7.63 "
Total length of branches owned by company,	71.34 "
Total length of branches owned by company in Massachusetts,	71 34 "
Double track on branches,	15.45 "
Same in Massachusetts,	15.45 "
Total road belonging to this company,	98 09 "
Sidings and other tracks not before enumerated,	71 90 "
Same in Massachusetts,	71 90 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK.	212.19 "
Same in Massachusetts,	212.19 "
Total length of tracks laid with steel rails,	120 50 "
[Weights per yard, 60 to 72 pounds.]	

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	101
Number of crossings of highways over railroad,	58
Number of crossings of highways under railroad,	8
Number of highway bridges 18 feet above track,	6
Number of highway bridges less than 18 feet above track, . .	52
Height of lowest bridge above the rail,	15 ft. 6 in.
Number of crossings at which gates or flagmen are maintained,	73
Number of crossings at which electric signals are maintained,	23
Number of crossings at which there are neither signals nor flagmen,	28
Number of railroad crossings at grade (specifying each), . .	5
Three on Mystic Branch, crossing Eastern Division, Boston & Maine Railroad, Boston & Maine and Boston & Albany Railroads.	
Two on Salem & Lowell, Boston & Maine and Danvers Railroads.	
Number of railroad crossings over other railroads (specifying each),	1
Fitchburg Railroad.	
Number of railroad crossings under other railroads (specifying each),	2
Both under Lowell & Andover Railroad.	

NAME AND RESIDENCE OF OFFICERS.

F. E. Clarke, *President*, Lawrence, Mass. C. E. A. Bartlett, *Treasurer*, Chelmsford, Mass. C. E. Cram, *Clerk of Corporation*, Winchester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

F. E. Clarke, Lawrence, Mass. W. Powell Mason, Walpole, N. H. Geo. A. Gardner, Boston, Mass. C. E. Cotting, Boston, Mass. Edwin Morey, Boston, Mass. T. Jefferson Coolidge, Manchester, Mass. W. C. Baylies, Taunton, Mass.

PROPER ADDRESS OF THE COMPANY.

BOSTON & LOWELL RAILROAD CORPORATION,

OFFICE IN PASSENGER STATION, CAUSEWAY STREET, BOSTON, MASS.

FREDERICK E. CLARKE,
W. POWELL MASON,
GEO. A. GARDNER,
CHAS. E. COTTING,
Directors.
C. E. A. BARTLETT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 12, 1892. Then personally appeared Frederick E. Clarke, W. Powell Mason, Geo. A. Gardner and Chas. E. Cotting, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 12, 1892. Then personally appeared C. E. A. Bartlett, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

EDWARD LESLEY,
Justice of the Peace.

REPORT
OF THE
BOSTON & MAINE RAILROAD,
FOR THE YEAR ENDING JUNE 30, 1892.

INCOME ACCOUNT.			
<i>General Exhibit for the Year.</i>			
Gross earnings from operation,	. . .	\$15,783,795 09	
Less operating expenses, . . .	. . .	10,335,890 45	
Income from operation, . . .	. . .		\$5,447,904 64
Interest on bonds owned:			
St. Johnsbury & Lake Champlain Railroad, .		\$26,460 00	
Dividends on stocks owned:			
Maine Central R R. (22,645 shares), . . .	\$122,227 00		
Portland & Rochester Railroad (4,821 shares), .	28,966 00		
Dover & Winnipiseogee Railroad (2,760 shares), .	15,810 00		
York Harbor & Beach Railroad (4,971 shares), .	7,456 50		
Portland & Ogdensburg Railroad (3,954 ⁴ / ₁₀ shares), .	6,916 70		
Northern R.R. (500 shares), .	4,105 47		
St. John Bridge and Extension Railway Company (240 shares), . . .	600 00		
Eastern Railroad in New Hampshire (15 shares), .	45 00		
Total dividends on stock owned, . . .		186,176 67	
Miscellaneous income, less expenses:			
Rents of tenements, lands, etc., . . .	\$190,314 00		
Less expenses, . . .	45,984 30		
		\$144,329 70	
Interest received, . . .		47,937 31	
Bridge tolls, . . .	\$10,718 25		
Less expenses, . . .	1,436 60		
		9,281 65	
Lyndonville Water Works, .		627 41	
Interest on St. J. & L. C. R.R. bonds, owned by B. & L. R.R., . . .		7,450 00	
Dividend on 331 shares Peterborough R.R. stock, owned by B. & L. R.R., . . .		3,310 00	
Dividend on 136 shares Mt. Washington R'y stock, owned by C. & P. R R R., .		1,360 00	
Sundry items, . . .		356 32	
Total miscellaneous income, . . .		214,652 39	
Income from other sources, . . .			427,289 06
TOTAL INCOME, . . .			\$5,875,193 70

Deductions from income :

Interest on funded debt accrued during year,	\$972,955 60	
Interest and discount on interest-bearing current liabilities,	204,835 84	
Taxes,	695,351 84	
Rentals,	2,013,844 72	
Boston & Lowell R.R.,	\$689,132 07	
Wor., Nash. & Roch. R.R.,	250,000 00	
Conn. & P'sic Rivers R.R.,	233,000 00	
Northern R.R.,	197,920 00	
Manch. & Lawrence R.R.,	104,751 34	
Central Mass. R.R.,	101,500 00	
Port., Saco & Ports'h R.R.,	90,450 00	
Nashua & Lowell R.R.,	73,000 00	
Lowell & Andover R.R.,	52,500 00	
Portsmouth & Dover R.R.,	46,140 00	
Massawippi Valley R'y,	36,000 00	
Peterborough R.R.,	35,699 64	
Dov. & Winnipiseogee R.R., (10 months),	24,166 67	
Eastern R.R. in N. H.,	22,500 00	
Stony Brook R.R.,	21,500 00	
Wilton R.R.,	20,400 00	
Newburyport City R.R.,	6,000 00	
W. Amesbury Branch R.R.,	5,700 00	
K'bunk & K'bunkport R.R.,	2,925 00	
Wolfborough R.R. (8 mos.),	1,060 00	
	<u>\$2,014,344 72</u>	
Newport & Richford R.R.,	\$17,500 00	
Sub-let to Can. Pacific R'y for the sum of,	18,000 00	
Credit,	<u>500 00</u>	
	<u>\$2,013,844 72</u>	
Total deductions from income,		<u>\$3,886,988 00</u>
NET INCOME,		\$1,988,205 70
Sinking fund payments, account B. & M. R.R. bonds,	\$51,285 00	
Sinking fund payments, account Eastern R.R. bonds,	20,844 43	
[Cash paid trustees Eastern R.R.,	\$106,064 08	
Less bonds purchased and cancelled by them, reducing debt,	<u>85,219 65</u>	
	<u>\$20,844 43]</u>	
Dividends declared (6 per cent. on preferred stock),	188,994 00	
Dividends declared (8½ per cent. on common stock),*	1,165,896 50	
TOTAL,		<u>1,427,019 93</u>
Surplus for year ending June 30, 1892,		\$561,185 77
Balance Profit and Loss Account June 30, 1891,		<u>1,837,504 89</u>
TOTAL PROFIT AND LOSS ACCOUNT (SURPLUS),		<u>\$2,398,690 66</u>

* Nov. 16, 1891, 4½ per cent. on 126,706 shares, \$570,177 00
 May 16, 1892, 4 per cent. on 148,824 shares, 595,296 00
 Back dividends, 423 50
 No dividends paid on 5,901½ shares owned by Boston & Maine Railroad.

Deduct :		
Amount transferred Sept. 30, 1891, to credit of equipment fund,	\$300,000 00	
Injury fund,	50,000 00	\$350,000 00
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),		\$2,048,690 66

EARNINGS FROM OPERATION.

ITEMS.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger :			
Passenger revenue,	\$7,906,725 19		
Less repayments :			
Tickets redeemed, . . . . .	. . .	\$13,506 73	
Excess fares refunded, . . . . .	. . .	85,516 15	
Other repayments, . . . . .	. . .	8,000 00	
Total deductions, . . . . .	. . .	\$107,022 88	
TOTAL PASSENGER REVENUE, . . . . .	. . .	. . .	\$7,799,702 31
Mail,	\$196,371 05		
Express,	441,577 69		
Extra baggage and storage,	49,467 51		
Other items,	1,170 49		688,586 74
TOTAL PASSENGER EARNINGS, . . . . .	. . .	. . .	\$8,488,289 05
Freight :			
Freight revenue,	\$7,316,892 72		
Less repayments :			
Overcharge to shippers, . . . . .	. . .	\$64,524 59	
Total deductions, . . . . .	. . .	\$64,524 59	
TOTAL FREIGHT REVENUE, . . . . .	. . .	. . .	\$7,252,368 13
Other items, Eastern transfer, . . . . .	. . .	. . .	10,307 46
TOTAL FREIGHT EARNINGS, . . . . .	. . .	. . .	\$7,262,675 59
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . .	. . .	\$15,750,964 64
Other earnings from operation :			
Telegraph companies,	\$5,540 53		
Rents from tracks, yards and terminals,	19,750 77		
Other sources :			
Coal hoisting engines,	2,282 07		
Steamer "Mt. Washington,"	5,257 08		
TOTAL OTHER EARNINGS, . . . . .	. . .	. . .	32,830 45
TOTAL GROSS EARNINGS FROM OPERATION, . . . . .	. . .	. . .	\$15,783,795 09

OPERATING EXPENSES.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	Total.
Maintenance of way and structures:			
Repairs of roadway,	\$632,958 31	\$421,972 20	\$1,054,930 51
Renewals of rails,	94,918 44	63,278 95	158,197 39
Renewals of ties,	142,841 81	95,227 87	238,069 68
Repairs of bridges and culverts,	184,544 91	123,029 94	307,574 85
Repairs of fences, road-crossings, signs and cattle guards,	58,204 57	38,803 04	97,007 61
Repairs of buildings,	233,280 10	155,520 07	388,800 17
Repairs of docks and wharves,	—	12,160 05	12,160 05
Repairs of telegraph,	3,624 17	2,416 11	6,040 28
Other expenses,	90 49	60 32	150 81
TOTAL,	\$1,350,462 80	\$912,468 55	\$2,262,931 35
Maintenance of equipment:			
Repairs and renewals of locomotives,	\$253,692 93	\$169,128 63	\$422,821 56
Repairs and renewals of passenger cars,	478,353 85	—	478,353 85
Repairs and renewals of freight cars,	—	437,670 04	437,670 04
Shop machinery, tools, etc.,	50,649 88	33,766 58	84,416 46
Other expenses,	164 01	109 34	273 35
TOTAL,	\$782,860 67	\$640,674 59	\$1,423,535 26
Conducting transportation:			
Wages of enginemen, firemen and roundhouse- men,	\$474,190 19	\$423,817 70	\$898,007 89
Fuel for locomotives,	712,921 59	639,865 80	1,352,787 39
Water supplies for locomotives,	38,383 72	25,589 15	63,972 87
All other supplies for locomotives,	18,200 96	12,133 97	30,334 93
Wages of other trainmen,	391,845 72	380,176 81	772,022 53
All other train supplies,	75,095 80	34,667 22	109,763 02
Wages of switchmen, flagmen and watchmen,	314,070 44	209,380 30	523,450 74
Expense of telegraph, including train despatch- ers and operators,	80,375 40	53,583 60	133,959 00
Wages of station agents, clerks and laborers,	534,170 48	846,101 30	1,380,271 78
Station supplies,	124,019 49	34,444 70	158,464 19
Car mileage—balances,	21,909 23	278,398 91	300,308 14
Loss and damage,	18,776 82	40,045 38	58,822 20
Injuries to persons,	140,711 41	40,446 79	181,158 20
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel and supplies,	—	4,367 07	4,367 07
Other expenses,	4,971 38	891 72	5,863 10
TOTAL,	\$2,949,642 63	\$3,023,910 42	\$5,973,553 05
General expenses:			
Salaries of officers,	\$52,010 20	\$40,718 22	\$92,728 42
Salaries of clerks,	70,163 86	74,578 86	144,742 72
General office expenses and supplies,	10,398 25	8,932 76	19,331 01
Agencies,	49,108 52	5,659 57	54,768 09
Advertising and outside agencies,	60,324 49	40,216 32	100,540 81
Insurance,†	—	7,881 87	7,881 87
Expense of fast freight lines,	23,926 99	4,618 00	28,544 99
Rents for tracks, yards and terminals,	9,663 33	5,966 67	15,630 00
Rentals not otherwise provided for,	43,783 46	29,188 97	72,972 43
Legal expenses,	62,805 31	38,217 84	101,023 15
Stationery and printing,	22,749 54	14,957 76	37,707 30
Other general expenses,	—	—	—
TOTAL,	\$404,933 95	\$270,936 84	\$675,870 79
Recapitulation of expenses:			
Maintenance of way and structures,	\$1,350,462 80	\$912,468 55	\$2,262,931 35
Maintenance of equipment,	782,860 67	640,674 59	1,423,535 26
Conducting transportation,	2,949,642 63	3,023,910 42	5,973,553 05
General expenses,	404,933 95	270,936 84	675,870 79
GRAND TOTAL,	\$5,487,900 05	\$4,847,990 40	\$10,335,890 45
Percentage of operating expenses to earnings, . . . . .	. . . . .	. . . . .	65.48

* The items in these columns which are not directly chargeable to either passenger or freight business are to be apportioned between the two on the basis of train mileage as prescribed by the Interstate Commerce Commission. The result, therefore, is not accurate, but only approximate, and this fact must be borne in mind in drawing conclusions therefrom.

† Includes \$67,500 amount paid American Casualty Insurance and Security Company for six months to June 30, 1892, being insurance against accidents to persons.

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Grading and masonry,	\$544,335 42
Bridging,	25,947 44
Superstructure, including rails,	243,935 15
Lands, land damages and fences,	174,084 57
Passenger and freight stations, wood-sheds and water stations,	47,395 62
Engine-houses, car-sheds and turn-tables,	3,500 00
Engineering, agencies, salaries and other expenses during construction,	5,471 32
Dover & Winnipiseogee Railroad,	375,159 94

TOTAL FOR CONSTRUCTION,*	\$1,419,829 46
Other expenditures charged to property account,	1,072,342 13
Boston & Maine R.R. stock (1,310½ shares),	\$131,000 00
Maine Central Railroad stock (4,529 shares),	452,900 00
Wolfborough Railroad stock (234 shares),	34,573 00
Northern Railroad stock (500 shares),	70,000 00
Dover & Winn. Railroad stock (125 shares),†	12,500 00
Atchison, Top. & Santa Fé Railroad stock (15 shares),†	370 00
Portland, Saco & Portsmouth Railroad stock (35 shares),†	4,375 00
Franklin & Tilton R.R. stock (115 shares),	11,500 00
St. Johnsbury & Lake Champlain Railroad stock (9 shares),	20 00
St. Johnsbury & Lake Champlain R.R. bonds,	132,600 00
U. S. Government 4 per cent. bonds,†	6,900 00
Lands in Somerville,	195,050 40
Lands in Keene,	5,573 33
Lands in Wakefield,	3,300 00
Steamer "Mt. Washington," and wharves,	4,195 08
Richford Elevator (owned jointly with Canadian Pacific Railway),	7,485 32
TOTAL CHARGES TO PROPERTY ACCOUNTS,	2,492 171 59

General Balance Sheet June 30, 1892.

DR.

Cost of road,	\$29,296,184 12
Cost of equipment,	4,377,693 94
Bonds of St. Johnsbury & Lake Champlain Railroad,	\$615,900 00
Bonds of Danvers Railroad,	125,000 00
Bonds of Newburyport Railroad,	298,464 95
Bonds of U. S. government 4 per cent.,	6,900 00
Stock of Boston & Maine R.R. (5,901½ shares),	\$682,300 00
Stock of Maine Central R.R. (22,644 shares),	2,264,400 00
Stock of Portland & Rochester Railroad (4,821 shares),	482,050 00
Stock of Dover & Winn. R R. (2,760 shares),	275,644 48

* This includes in addition to \$765,859.94, cost of Dover & Winn., Wolfborough and Chelsea Beach Railroads, \$512,367.03, amount expended for double tracks. Chelsea Beach and Wolfborough Railroads included in construction accounts above: Chelsea Beach, \$50,400; Wolfborough Railroad, \$340,300.

† Received under purchase of Dover & Winn. Railroad.

Stock of York Harbor & Beach Railroad (4,971 shares),	\$248,550 00	
Stock of Portland & Ogdensburg Railroad (3,952 $\frac{4}{10}$ shares),	146,238 80	
Stock of Northern Railroad (500 shares),	70,000 00	
Stock of St. John Bridge & Extension Railway Company (240 shares),	684 00	
Stock of Eastern Railroad in New Hampshire (15 shares),	900 00	
Stock of Wolfborough Railroad (3,724 shares),	377,973 00	
Stock of Newburyport Railroad (1,349 shares),	4,047 00	
Stock of Franklin & Tilton R. R. (750 shares),	75,000 00	
Stock of Franklin & Tilton R. R. (500 shares),	36,500 00	
Stock of Chelsea Beach Railroad (910 shares),	91,000 00	
Stock of St. Johns' & L. C. R. R. (809 shares),	4,303 56	
Stock of Orchard Beach Railroad (493 shares),	49,624 89	
Stock of Danvers Railroad (471 shares),	2,345 00	
Stock of Portland, Mt. Desert & Machias Steamboat Company (300 shares),	15,000 00	
Stock of Portland Union Railway Station Company (250 shares),	25,000 00	
Stock of Atchison, Topeka & Santa Fé Railroad (15 shares),	370 00	
Stock of Portland, Saco & Portsmouth Railroad (35 shares),	4,375 00	
		\$4,856,305 73
Lands in Bar Harbor,	\$45,104 37	
Lands in Lawrence, Mass.,	30,000 00	
Lands in Revere, Mass.,	23,400 00	
Lands in East Boston, Mass.,	20,625 00	
Lands in Somerville, Mass.,	200,900 40	
Lands in Portland, Me.,	16,467 50	
Lands in Waltham, Mass.,	15,856 12	
Lands in Saco, Me.,	15,000 00	
Lands in Dover and Old Orchard,	14,132 21	
Lands in Wakefield, Mass.,	13,262 17	
Lands in Keene, N. H.,	5,573 33	
Lands in Lowell, Mass.,	4,800 00	
Lands in Manchester, Mass.,	3,650 00	
Lands in Malden, Mass.,	2,301 44	
Lands in Chelmsford, Mass.,	1,500 00	
		412,572 54
Steamer "Mt. Washington" and wharves,	\$73,455 32	
Richford elevator (owned jointly with C. P. Railway),	52,261 43	
		125,716 75
TOTAL PERMANENT INVESTMENTS,		\$40,114,728 03
Cash,	\$1,452,214 18	
Bills receivable,	647,358 36	
Due from agents,	595,710 90	
Due from solvent companies and other individuals,	1,945,085 76	
TOTAL CASH AND CURRENT ASSETS,		4,640,369 20
Other assets:		
Materials and supplies,	\$1,736,494 43	
Trustees of Eastern Railroad sinking fund,	1,435 53	
Trustees of Boston & Maine Railroad sinking fund,	343,771 49	
Sundries,	776,963 13	
TOTAL OTHER ASSETS,		2,858,664 58
TOTAL,		\$47,613,771 81

Capital stock :		Cr.	
These stand at their con- vertible value in Boston & Maine stock.	Common,	{ Boston & Maine, \$17,694,700 00	
		{ Boston & Maine,	
		scrip, . . .	4,602 56
	{	Eastern, . . .	3,830 88
		P. G. F. & C., . . .	166 56
		Wolfborough, . . .	340,200 00
		Dover & Winn., . . .	360,000 00
		Chelsea Beach, . . .	50,400 00
			<hr/>
Preferred : Boston & Maine,			\$18,453,900 00
			<hr/>
TOTAL CAPITAL STOCK,			\$21,603,700 00
Funded debt,			16,963,274 71
Current liabilities :			
Charlestown land mortgage notes,			\$594,800 00
Notes payable,			2,365,000 00
Audited vouchers and accounts,			842,944 17
Wages and salaries,			225,521 17
Net traffic balances due to other companies,			282,660 95
Dividends not called for,			38,065 00
Matured interest coupons unpaid (including coupons due July 1),			143,419 87
Rentals due July 1,			45,000 00
			<hr/>
TOTAL CURRENT LIABILITIES,			4,537,411 16
Accrued liabilities :			
Accrued rentals not yet due,			\$139,303 74
Accrued interest not yet due,			259,860 92
Accrued taxes not yet due,			339,483 87
Suspense account,			1,027,148 20
Sundry lease accounts,			349,991 53
			<hr/>
TOTAL ACCRUED LIABILITIES,			2,115,788 26
Profit and Loss balance,			\$2,048,690 66
Sinking fund for redemption of Boston & Maine Railroad bonds,			343,471 49
Sinking fund for redemption of Eastern Rail- road bonds,			1,435 53
			<hr/>
			2,393,597 68
TOTAL,			<hr/>
			\$47,613,771 81
<hr/>			
Contingent Liabilities.			
PRESENT OR CURRENT LIABILITIES NOT INCLUDED IN THE BALANCE SHEET.			
Bonds guaranteed by this company or a lien on its road, viz. :			
Bonds of Portland Union Railway Station Company to the amount of \$300,000. Principal and interest guaranteed by Boston & Maine and Maine Central Railroads,			\$300,000 00
Bonds of Portland & Rochester Railroad to the amount of \$113,500. Interest guaranteed by Boston & Maine Railroad,			113,500 00
			<hr/>
TOTAL (not included in balance sheet),			\$413,500 00

CAPITAL STOCK.	
Capital stock authorized by charter and additional legisla- tion,	\$22,048,300 00
Capital stock authorized by votes of company,	21,704,700 00
Capital stock issued (number of shares common, 176,947), amount paid in,	\$17,694,700 00
Capital stock issued (number of shares preferred, 31,498), amount paid in,	3,149,800 00
Capital stock paid in on shares not issued (B & M. scrip con- vertible into stock at par),	4,602 56
Total amount paid in on Eastern, P., G. F. & C, Wolf- borough, Dover & Winn. and Chelsea Beach stocks (to be exchanged for B. & M. stock),	754,597 44
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	\$21,603,700 00
Total number of stockholders,*	5,920
Number of stockholders in Massachusetts,*	3,865
Amount of stock held in Massachusetts,*	\$14,735,500 00
FUNDED DEBT.	
Funded debt, as follows :	
Bonds due Jan. 1, 1893, rate of interest 7 per cent.,	\$1,500,000 00
Interest paid on same during year,	\$105,490 00
Bonds due Jan 1, 1894, rate of interest 7 per cent ,	2,000,000 00
Interest paid on same during year,	\$140,280 00
Improvement bonds due Feb. 2, 1905, rate of interest 4 per cent.,	1,000,000 00
Interest paid on same during year,	\$40,000 00
Improvement bonds due Feb. 1, 1907, rate of interest 4 per cent.,	500,000 00
Interest paid on same during year,	\$20,000 00
Improvement bonds due Feb. 1, 1937, rate of interest 4 per cent.,	1,919,000 00
Interest paid on same during year,	\$76,760 00
Eastern Railroad U. S. gold certificates of indebtedness due Sept. 1, 1906, rate of interest 6 per cent.,	7,324,000 21
Interest paid on same during year,	\$440,265 00
Eastern Railroad £ sterling certificates of indebtedness due Sept. 1, 1906, rate of interest 6 per cent.,	1,717,874 50
Interest paid on same during year,	\$103,174 67
Portsmouth, Great Falls & Conway Railroad bonds due June 1, 1937, rate of interest 4½ per cent.,	998,000 00
Interest paid on same during year,	\$45,618 75
Portsmouth, Great Falls & Conway Railroad bonds due Dec. 1, 1892, rate of interest 4 per cent.,	2,000 00
Essex Railroad bonds due Sept. 15, 1891, rate of interest 4½ per cent.,	600 00
Interest paid on same during year,	\$2,268 00
Essex Railroad bonds due Sept. 15, 1876, rate of interest 4½ per cent.,	1,800 00
TOTAL AMOUNT OF FUNDED DEBT,	\$16,963,274 71

	Common.	Preferred.
* Number of stockholders in Massachusetts,	3,496	369
Number of stockholders in Maine,	414	15
Number of stockholders in New Hampshire,	1,251	41
Total number of stockholders,	5,462	458
Amount of stock held in Massachusetts,	\$12,033,200 00	\$2,702,300 00

PASSENGER, FREIGHT AND TRAIN MILEAGE.	
Passenger traffic :	
Number of passengers carried earning revenue,	33,459,898
Number of passengers carried one mile,	431,260,314
Average distance carried,	12.888 miles.
Total passenger revenue,	\$7,799,702 31
Average amount received from each passenger,	23.311 cents.
Average receipts per passenger per mile,	1.809 "
Estimated cost of carrying each passenger one mile,*	1 272 "
Passenger earnings per mile of road,	\$7,014 94
Passenger earnings per train mile,	\$1 32.898
Freight traffic :	
Number of tons carried of freight earning revenue,	7,215,308
Number of tons carried one mile,	480,892.537
Average distance haul of one ton,	66.649 miles.
Total freight revenue,	\$7,252,368 13
Average amount received for each ton of freight,	\$1 00.513
Average receipts per ton per mile,	1.508 cents.
Estimated cost of carrying one ton one mile,*	1.008 cents.
Freight earnings per mile of road,	\$6,002 06
Freight earnings per train mile,	\$1 70.822
Train mileage :	
Miles run by passenger trains,	6,387,046
Miles run by freight trains,	4,251,597
Total mileage trains earning revenue,	10,638,643
Miles run by switching trains,	2,115,850
Miles run by construction and other trains,	399,316
Total train mileage,	13,153,809
Average number of persons employed,	11,306
Rates of fare :	
Average rate of fare per mile received for local tickets,	1.803 cents.
Average rate of fare per mile received for commutation tickets within suburban circuit,	1 to 2 "
Average rate of fare per mile received from commutation tickets outside suburban circuit,	2 to 2½ "
Average rate of fare per mile received for mileage tickets,	2 "
Average rate of fare per mile received for season tickets, . . . . .	.718 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies,	1 838 "
Rates of freight :	
Average rate per ton per mile received from freight way-billed local,	2 504 "
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies, . . . . .	.996 "
Relating to passengers :	
Passengers to Boston (including season),	11,286,189
Passengers from Boston (including season),	11,157,081
Season ticket passengers to and from Boston,	1,860,596
DESCRIPTION OF ROAD OWNED.	
Main line of road from Boston, Mass., to Portland, Me., Western Division,	115.50
Main line of road from Boston, Mass., to New Hampshire State Line, Eastern Division,	41.45
Main line of road from Conway Junction, N.H., to North Conway, Northern Division,	72.86
Main line of road from Wolfborough Junction to Wolfborough,	12.03
Main line of road from Dover, N. H., to Alton Bay,	29.00
	270.84 miles.

* See note under "Operating Expenses."

Main line of road in Massachusetts,	78.20 miles.
Main line of road in New Hampshire,	145.72 "
Main line of road in Maine,	46.92 "
Double track on main line,	118.89 "
Same in Massachusetts,	76.09 "
Branches owned by company, viz.:	
Medford Branch (single track),	2 "
Methuen Branch (2.75 miles single track; 1 mile double),	3.75 "
Great Falls Branch (single track),	2.75 "
East Boston Branch (1.91 miles single track; 1.56 miles double),	3.47 "
Charlestown Branch (double track),	1.09 "
Saugus Branch (double track),	9.55 "
Swampscott Branch (single track),	3.96 "
Marblehead Branch (single track),	3.52 "
Lawrence Branch (18.25 miles single track; 1.64 miles double),	19.89 "
South Reading Branch (single track),	8.12 "
Gloucester Branch (single track),	16.94 "
Essex Branch (single track),	6 "
Asbury Grove Branch (single track),	1.06 "
Salisbury Branch (single track),	3.79 "
Chelsea Beach Branch (.85 miles single track; 2.49 miles double),	3.34 "
Total length of branches owned by company,	89.23 "
Total length of branches owned by company in Massachusetts,	86.48 "
Total length of branches owned by company in New Hampshire,	2.75 "
Double track on branches,	17.33 "
Same in Massachusetts,	17.33 "
Total road belonging to this company,	360.07 "
Sidings and other tracks not before enumerated,	214.49 "
Same in Massachusetts,	150.49 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	710.78 "
Same in Massachusetts,	408.59 "
Total length of tracks laid with steel rails,	562.44 "
[Weights per yard, 60 to 75 pounds.]	

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract, the Operations of which are included in this Return.

Worcester, Nashua & Rochester Railroad,	94.48 miles.
Eastern Railroad in New Hampshire,	16.08 "
Portland, Saco & Portsmouth Railroad,	50.76 "
Newburyport City Railroad,	1.97 "
Portsmouth & Dover Railroad,	10.88 "
Danvers Railroad,	9.26 "
Newburyport Railroad,	26.98 "
Lowell & Andover Railroad,	8.73 "
West Amesbury Branch Railroad,	4.45 "
Manchester & Lawrence Railroad,	22.39 "
Kennebunk & Kennebunkport Railroad,	4.50 "
Boston & Lowell Railroad and Branches,	98.09 "
Nashua & Lowell Railroad,	14.50 "
Stony Brook Railroad,	13.16 "
Wilton Railroad,	15.50 "
Peterborough Railroad,	10.50 "
Manchester & Keene Railroad (operated for joint account with Concord & Montreal Railroad),	29.59 "
Central Massachusetts Railroad,	98.77 "
Connecticut & Passumpsic Rivers Railroad,	110.30 "
Massawippi Valley Railway,	36.75 "

Northern Railroad,	82.91 miles.
Concord & Claremont Railroad and Branches,	70.90 "
Peterborough & Hillsborough Railroad,	18.51 "
Total length of above roads,	849.96 "
Total length of above roads in Massachusetts,	307.80 "
Total length of above roads in other states (specifying each),	542.16 "
Eastern Railroad in New Hampshire,	16.08 "
Worcester, Nashua & Rochester Railroad in New Hampshire,	55 02 "
Portsmouth & Dover Railroad in New Hampshire,	10.88 "
West Amesbury Branch Railroad in New Hampshire,	2.32 "
Manchester & Lawrence Railroad in New Hampshire,	22.39 "
Nashua & Lowell Railroad in New Hampshire,	5.25 "
Wilton Railroad in New Hampshire,	15.50 "
Peterborough Railroad in New Hampshire,	10.50 "
Manchester & Keene Railroad in New Hampshire,	29.59 "
Northern Railroad in New Hampshire,	82.91 "
Concord & Claremont Railroad in New Hampshire,	70.90 "
Peterborough & Hillsborough Railroad in New Hampshire,	18.51 "
Total length of roads in New Hampshire,	339 85 "
Portland, Saco & Portsmouth Railroad in Maine,	50 76 "
Kennebunk & Kennebunkport Railroad in Maine,	4.50 "
Total length of roads in Maine,	55 26 "
Connecticut & Passumpsic Rivers Railroad in Vermont,	110 30 "
Massawippi Valley Railway in Canada,	36.75 "
TOTAL,	542.16 "
Total miles of road operated by this company,	1,210.03 "
Total miles of road operated by this company in Massachusetts,	472.48 "
Number of stations in Massachusetts on all roads operated by this company,	268
Number of telegraph offices in same,	144
Number of stations on all roads owned by this company,	175
Same in Massachusetts,	110

DESCRIPTION OF EQUIPMENT.

	Number Owned.	Number Leased.	Total Number.	Maximum Weight.	Average Weight.	Number Equipped with Train Brake.	Number Equipped with Driving-Wheel Brake.	Number Equipped with Patent Coupler.
Locomotives:								
Passenger,	120	81	201	-	-	-	-	-
Freight,	95	87	182	-	-	-	-	-
Other,	59	40	99	-	-	-	-	-
TOTAL,	274	208	482	58 tons.	34 tons	288	95	-
Passenger cars,	414	a185	599	28¾ tons.	26 tons.	599	-	-
Combination cars,	57	76	133	28 "	27½ "	133	-	-
Baggage, mail and express cars,	91	b49	140	27 "	27 "	140	-	-
Parlor cars,	9	c11	20	34 "	32½ "	20	-	-
Sleeping-cars,	-	d2	2	28 "	28 "	2	-	-
Directors' and pay cars,	2	1	3	35 "	28 "	3	-	-
TOTAL,	573	324	897	-	-	897	-	897

a Includes 10 cars

b Includes 4 cars

c Includes 2 cars

d Includes 2 cars

} Montreal & Boston Air Line.
70 per cent. owned by Boston & Lowell Railroad,
and 30 per cent. owned by Canadian Pacific Railway.

DESCRIPTION OF EQUIPMENT — Concluded.

	Number Owned.	Number Leased.	Total Number.	Maximum Weight.	Average Weight.	Number Equipped with Train Brake.	Number Equipped with Driving-Wheel Brake.	Number Equipped with Patent Coupler.
Box freight cars (basis of 8 wheels),	2,381½	1,513½	3,895	12½ tons.	11 tons.	-	-	-
Stock freight cars (basis of 8 wheels),	24	22	46	9 “	8¼ “	-	-	-
Coal freight cars (basis of 8 wheels),	842	675½	1,517½	12¾ “	11½ “	-	-	-
Flat freight cars (basis of 8 wheels),	1,661	1,388	3,049	8 “	7 “	-	-	-
Other freight cars (basis of 8 wheels),	10	16¾	26¾	-	-	-	-	-
TOTAL,	4,918½	3,615¾	8,534¼	-	-	95	-	993
Cars in company's service:								
Derrick cars,	18	17	35	9 tons.	9 tons.	-	-	-
Caboose cars,	92	74	166	8½ tons.	7½ tons.	-	-	-
Other road cars,	37	24	61	-	-	-	-	-
Steam, shovel and pile driver cars,	11	1	12	-	-	-	-	-
Snow ploughs on wheels,	46	18	64	-	-	-	-	-
TOTAL,	204	134	338	-	-	-	-	-

Number of cars in passenger equipment with 8 wheels fitted with
brakes for all wheels,865

Number of 12-wheel cars fitted with brakes for outside pair of wheels,8

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	4	5	33	5	37	12	42
Employees,	-	15	19	138	19	153	29	170
Others,	-	1	39	51	39	52	53	63
Total,	-	20	63	222	63	242	94	275

STATEMENT OF EACH ACCIDENT IN THE STATE OF MASSACHUSETTS FOR THE YEAR ENDING JUNE 30, 1892, AS REPORTED TO THE RAILROAD COMMISSIONERS.

- July 1, 1891. — At Broadway: William White, passenger, injured his back in jumping from a moving train.
- July 3. — At Haverhill: F. P. Emerson, passenger, in attempting to take moving train fell, dislocating his hip.
- July 4. — At Melrose: Peter Francis, trespasser, while walking on track was struck by train and had his skull fractured.
- July 4. — At Newburyport: W. F. Ordway, employee, while coupling cars had his arm caught and fractured.

July 7. — At Ballardvale: William McCabe, trespasser, was found beside track with one leg cut off and one foot injured; had apparently been struck by passing train.

July 13. — At East Somerville: D. Dexter, employee, while coupling cars fell, and had one leg cut off.

July 13. — At Gloucester: A. S. Neals, employee, while coupling cars had two fingers taken off.

July 14. — At Peabody: Patrick Sweeney, trespasser, while walking on track was struck by engine and instantly killed.

July 14. — At Ipswich: C. M. Kelley, employee, while pulling pin had his arm broken.

July 16. — At Edgeworth: James Thomas Hagan, trespasser, while walking on track was struck by engine and instantly killed.

July 17. — At Everett: Unknown man, trespasser, standing on track, was struck by engine and seriously injured.

July 17. — At Oakdale: Unknown man, trespasser, after stealing a ride, fell, fracturing his knee and arm, in attempting to jump off of train.

July 17. — At Charlestown: N. L. Wiggin, employee, while sitting in caboose car was thrown over and his collar-bone broken by collision of shifting engine with car in which he was seated.

July 21. — At West Peabody: Arthur Simoneau, employee, was caught between chain and freight car and somewhat jammed.

July 22. — At South Lawrence: Sarah Farrell, trespasser, walking on track, was struck by train and fatally injured.

July 23. — At Boston: John H. Carey, employee, crossing the track, was struck by engine and instantly killed.

July 29. — At Salem: Walter Young, trespasser, was struck by train and fatally injured.

July 29. — At West Boylston: George E. French, employee, while coupling cars was slightly jammed.

August 1. — At Boston: John E. Sharcross, passenger, had his leg taken off while attempting to take moving train.

August 1. — At Bradford: George H. Wentworth, trespasser, while walking on track was struck by engine and somewhat bruised.

August 1. — At Worcester: W. Claflin, employee, while jumping onto engine fell and had his foot somewhat injured.

August 1. — At Worcester: M. Grady, employee, while coupling cars had his arm jammed.

August 1. — At Lowell: Daniel Gray, trespasser, asleep on track, had one foot crushed by shifting engine.

August 4. — At North Cambridge Junction: Charles Calkin, trespasser, in stealing a ride was run over and had his leg cut off.

August 8. — At Melrose: Morris Welch, trespasser, walking on track, was struck by engine and had his arm broken.

August 9. — At Wilmington Junction: Charles Bragdon, employee, in climbing over end of car fell and had his foot cut off.

August 10. — At Wakefield: William Horne, trespasser, walking on track, was struck by engine and three ribs broken.

August 10. — At Lowell: Owen Jurant, employee, while coupling cars had two fingers badly jammed.

August 12. — At Andover: Mary Davis, trespasser, crossing track, was struck by engine and had her leg broken.

August 12 — At Lowell: John McKennon, trespasser, attempting to take train in motion, had one foot cut off.

August 13. — At Lowell: George Dougherty, employee, while pulling pin had his thumb crushed.

August 15. — At Winter Hill: Charles Cronin, passenger, jumped from moving train, breaking his shoulder and cutting his head.

August 21. — At Gloucester: Alvah H. Knowlton while driving across track was struck by train, his collar-bone broken and head cut. A part of the wagon struck a boy by the name of James F. Riggs, who was playing beside the track, breaking his leg.

August 21. — At Mystic Wharf: Walter Dunn, trespasser, attempting to climb over train between cars, had his foot badly jammed.

August 22. — At South Lawrence: Thomas Howe, passenger, fell from train, cutting his head.

August 22. — At Salem: William Barnes, passenger, fell from train, receiving slight injuries to his head and back.

August 24. — At Beverly Farms: Mr. Moffitt, passenger, fell and was slightly bruised in jumping from train in motion.

August 28. — At Malden: John Manly, trespasser, walking on track, was struck by train and badly cut and bruised.

September 3. — At Glenwood: Edward Merciem, trespasser, lay down in front of engine and was instantly killed.

September 3. — At Mystic Wharf: John Doran, employee, in pulling pin had his thumb jammed.

September 3. — At Somerville: Michael Daley, employee, had his finger jammed while coupling engine to cars.

September 5. — At Reading: Peter Thornton, employee, was run over and fatally injured.

September 7. — At Boston: John Chandler, employee, while walking on track had his arm cut off by engine.

September 7. — At Haverhill Bridge: Louis Mellett, passenger, had one foot crushed while attempting to take train in motion.

September 8 — At North Chelmsford: Anna Lavoisy, child, standing on track, was struck by engine and instantly killed.

September 12. — At Medford Hillside: Unknown man was found beside the track, with one arm crushed and head badly crushed; had been apparently struck by passing train.

September 13. — At Lowell: D. Gardner, passenger, was badly bruised in jumping from train in motion.

September 14. — At Beverly: John J. McNiff, employee, had finger jammed while coupling.

September 16. — At Lincoln Square: G. N. Mills, employee, had three fingers jammed while coupling cars.

September 18. — At Monroe's: George F. Rowell, employee, riding on flat car, was struck by a car door which fell from the car ahead and was thrown to the ground, injuring his face and leg.

September 21. — At Woburn Highlands: Patrick Cumminings, passenger, injured his shoulder by jumping from moving train.

September 23. — At Wakefield Junction: George Felt, employee, in pulling pin fell between cars, was run over and fatally injured.

September 26. — At Swampscott: Unknown man, trespasser, lying on track, was run over and killed.

September 26. — At Oakdale: T. R. Boyd, employee, fell from end ladder of box car, breaking his arm.

September 30. — At Salem: Frank Heeney, employee, while coupling cars had two fingers jammed.

September 30. — At Lowell: Unknown man, trespasser, walking on track, was struck by engine and instantly killed.

October 2. — At Salem: Herbert M. Gamble, passenger, jumped from moving train, receiving fatal injuries.

October 2. — At North Lawrence: Fred N. Libby, employee, while coupling cars had one finger crushed.

October 2. — At West Everett: W. J. Labert, passenger, jumped from moving train, injuring his head.

October 3. — At Lincoln Square: Jeremiah Connell, employee, in crossing over track was struck by car and one foot cut off.

October 5. — At Mystic: James Scanlan, trespasser, boy playing about cars, was run over and fatally injured.

October 5. — At Lincoln Square, James Early, trespasser, walking on track, was struck by engine and instantly killed.

October 8. — At Winchester: John Sullivan, employee, was found dead under the cars. Apparently had fallen as train started, and was drawn under the wheels.

October 12. — At Lowell: Patrick Bagley, employee, while running across track was struck by engine and one leg cut off.

October 12. — At Charlestown: John Hines, employee, while coupling cars had one finger crushed.

October 12. — At West Peabody: Aaron P. Danforth, attempting to drive across the track, was struck by engine, and ribs broken.

October 12. — At Somerville: Robert Clarke, passenger, fell from train, breaking his leg and cutting his head.

October 12. — At Ipswich: J. E. Holland, employee, while coupling cars had his hand jammed.

October 14. — At Boston: Chester C. Meade, passenger, had his foot crushed while attempting to climb on train in motion.

October 14. — At East Cambridge: W. H. Cochrane, employee, fell from end ladder of freight car and was instantly killed.

October 14. — At Amherst: Thomas W. Tracey, employee, while coupling cars was jammed between them.

October 15. — At Charlestown: Louis A. Smith, while coupling cars had his thumb crushed.

October 17. — At Melrose: Nelson Hector, trespasser, walking on track, was struck by engine and instantly killed.

October 17. — At Haverhill: M. G. Nasman, employee, while coupling cars had his finger jammed.

October 17. — At Oakdale: G. Doherty, employee, while coupling cars had his arm caught and bruised.

October 17. — At South Lawrence: Dennis Callahan, employee, had one foot badly cut while attempting to take moving train.

October 19. — At Boston: Alexander Graham, employee, while coupling cars had his shoulder fractured.

October 19. — At Everett: Michael Sullivan, trespasser, walking on track, was struck by engine and injured about the head and shoulder.

October 19. — At Haverhill: Leon Marcott, trespasser, had his ankle dislocated while trying to steal a ride.

October 19. — At South Lawrence: Timothy McCarthy, employee, while coupling cars had two fingers crushed.

October 20. — At Beverly: John C. Whalen, trespasser, lying about cars, was run over and one leg cut off.

October 21. — At Weston: Frank Newmeyer, trespasser, walking on track, was struck by train and instantly killed.

October 22. — At Winchester Highlands: John D. Bagnall, trespasser, walking on track, was struck by train and instantly killed.

October 26. — At Malden: Horace B. Thompson, employee, was found beside track, fatally injured. Had been apparently struck by passing train.

October 26. — At East Cambridge: M. Rourke, employee, had two toes cut off while attempting to jump onto engine.

October 27. — At Ware: John Rogers, employee, while coupling cars had his fingers jammed.

October 29. — At Charlestown: John Hall, employee, while pulling pin had his finger jammed.

October 31. — At Boston: Joseph Carr, employee, had his finger jammed while coupling.

November 1. — At Gloucester: Joseph R. Peters, passenger, was found dead on the track. Was apparently killed in attempting to take train in motion.

November 3. — At Rockport: N. L. Wiggin, employee, was caught between train and car standing on side track, and one arm and several ribs broken.

November 4. — At Lynn: W. J. Henderson, employee, was standing on front step of shifting engine when engine collided with cars, injuring him internally.

November 5. — At Charlestown: B. Richardson, employee, while coupling cars had two fingers jammed.

November 5. — At Lowell: W. E. Quinby, employee, while coupling cars had his hand jammed.

November 5. — At Somerville: William J. Clements, employee, while coupling cars had two fingers crushed.

November 6. — At Oakdale: O. Whittemore, employee, while coupling cars had his thumb jammed.

November 7. — At Boston: C. J. Kellogg, employee, fell from top of car, receiving cuts about the head.

November 7. — At East Lynn: William Brooking, while crossing track at Chatham Street crossing, was struck by engine and head injured.

November 7. — At South Lawrence: Dick Crane, passenger, had his hand taken off. Just how accident happened not known.

November 9. — At East Boston: George M. McGroy, employee, while coupling cars had finger jammed.

November 10. — At Berlin: Daniel Broderick, employee, fell from top of train and was fatally injured.

November 11. — At South Lawrence: Eugene Harrison, employee, while coupling cars had his little finger jammed.

November 12. — At East Cambridge: Frank Brackett, employee, had his leg injured by a gate post. Was knocked over by a collision between train and a sugar team on Water Street crossing.

November 13. — At Newburyport: Adolph Beauregard, passenger, was instantly killed while attempting to take train in motion.

November 14. — At Stoneham: A. L. Russell, employee, was internally injured by collision between shifting engine and car on which he was riding.

November 16. — At Lynn: Samuel L. Bennett, trespasser, walking on track, was struck by engine and instantly killed.

November 16. — At Silver Lake: Walter B. Welling, employee, was found lying on top of train, fatally injured. Had probably struck an overhead bridge.

November 17. — At Somerville: Agnes Woolcott, trespasser, walking on track, was struck by engine and instantly killed.

November 17. — At Boston: William Buchanan, employee, while coupling cars had his shoulder slightly jammed.

November 18. — At Walnut Hill: George Fiske, employee, riding on train, struck his head against an overhead stone arch, cutting it.

November 19. — At Oakdale: J. R. Boyd, employee, while uncoupling cars had his arm caught and jammed.

November 20. — At Charlestown: George R. Vaughan, passenger, fell from car and had one foot crushed.

November 20. — At Haverhill: Henry C. Millington, trespasser, attempting to take train in motion, had his right wrist fractured.

November 20. — At Boylston: Frank Ellis, employee, while coupling cars had his arm slightly bruised.

November 21. — At Lowell: George McGrill, trespasser, stealing ride, fell from train, receiving injuries to his leg and hip.

November 21. — At North Cambridge Junction: Fred Parsons, employee, fell from car and was instantly killed.

November 22. — At Central Square, Woburn Highlands: J. O'Donnell, trespasser, was found dead on the track. Had been apparently run over by a passing train.

November 23. — At East Boston: Mortimer E. Roome, employee, while coupling cars had his finger jammed.

November 23. — At Mystic Wharf: James Sullivan, employee, while pulling pin had his finger jammed.

November 23. — At Woburn: George J. Monroe, trespasser, was found dead on a side track leading to turn-table.

November 24. — At Gloucester: I. K. Foster, trespasser, was found lying dead on the track. Had apparently been struck by train.

November 24. — At Worcester: Thomas Lynch, trespasser, went under gates, attempting to cross track in front of engine, had one foot cut off and his head cut.

November 25. — At Winchester: Dr. George P. Bartlett, C. W. Kendall, A. Armstrong and Mrs. Catharine O'Hern, passengers, Gilbert Layton and M. Dickey, employees, were slightly injured by collision between following train and the train in which they were riding.

November 25. — At Ware: William Reichemann, employee, while pulling pin had his thumb crushed.

November 27. — At Ayer Junction: Thomas McMahan, attempting to steal ride, had one foot taken off.

December 1. — At Salem: Gardner E. Seavey, employee, while standing on step of caboose car struck a switch stand and was knocked off, receiving slight bruises and cuts.

December 2. — At Clinton: Patrick O'Malley, while crossing track, was struck by engine and fatally injured.

December 2. — At Worcester: M. Grady, employee, while coupling had his little finger jammed.

December 6. — At Ayer Junction: Edward Malley, employee, was caught while passing between two cars and severely jammed.

December 6. — At Boston: Daniel Nagle and T. J. Coughlin, passengers, fell from car platform and were injured about the head.

December 6. — At Winter Hill: Melville D. Jones, passenger, fell and had his foot crushed in attempting to take train in motion.

December 9. — At Mystic Wharf: Thomas Manning, employee, while coupling cars had two fingers jammed.

December 11. — At Boston: Daniel Morrison, passenger, had his left foot run over while attempting to take train in motion.

December 11. — At Sterling Junction: Frank B. Cote, employee, had his thumb jammed while pulling pin.

December 14. — At West Peabody: Fred M. Stickney, employee, while coupling cars had his finger jammed.

December 15. — At Oakdale: Percy Adams, employee, while coupling cars had his little finger jammed.

December 17. — At Somerville: unknown man, attempting to cross track in front of engine, was struck and fatally injured.

December 17. — At Haverhill Bridge: John Barker, in attempting to drive across the track, was struck by train and fatally injured.

December 17. — At Lowell: Edward Dix, employee, while coupling cars had one finger crushed.

December 18. — At Manchester: M. J. Storm, employee, while coupling cars had two fingers crushed.

December 20. — At East Boston: David F. King, employee, while coupling cars had two fingers jammed.

December 22. — At Lawrence: C. W. Brown, employee, fell from top of train and had both legs broken.

December 22. — At Reading: Eugene Polk, employee, fell from car and was run over, his head and hip cut and arm broken.

December 22. — At Lowell: Ovid Lapoint, employee, while coupling cars had his hand crushed.

December 22. — At Mystic Wharf: John Perkins, employee, stepped in front of engine and was instantly killed.

December 22. — At Ipswich: John Gossley, trespasser, while walking on track was struck by engine and fatally injured.

December 23. — At Groton: Sarah F. Longley, while driving across the track, was struck by engine and had her arm bruised.

December 23. — At Jefferson: Andrew P. Chase, employee, fell from top of train and was instantly killed.

December 23. — At Newburyport: Miss Annie M. Hayes threw herself in front of engine and was instantly killed.

December 23. — At Somerville: Mrs. Sliney, trespasser, while walking on track was struck by engine and seriously injured.

December 23. — At Boston: Warren Wallace, employee, while pulling pin had his foot caught and ankle sprained.

December 24. — At Lowell Junction: G. C. Metcalf, passenger, had one leg taken off while attempting to take train in motion.

December 24. — At Lowell: R. Cruickshank, employee, fell from saloon car, receiving fatal injuries.

December 26. — At Boston: Daniel Sheehy, attempting to cross the track, was struck by engine and instantly killed.

December 28. — At North Cambridge Junction: Timothy Horan, passenger, jumped from moving train, injuring his foot.

December 29. — At Belchertown: Frank Clough, trespasser, was found beside track, fatally injured. Apparently struck by train.

December 31. — At Arlington Heights: John Maloney, passenger, jumped from train, fracturing his right shoulder.

December 31. — At Turnpike: George Frost, attempting to drive across the track, was struck by engine and his back injured.

December 31. — At Lowell: William McKennon, employee, while coupling cars had his finger jammed.

Jan. 1, 1892. — At East Boston: Harry D. Williams, employee, in jumping from car struck a switch frame, injuring his chest.

January 4. — At Wyoming: Richard Felderman, employee, fell from train, receiving bruises and cuts about the head.

January 7. — At West Boylston: George F. French, employee, was thrown from top of freight car, spraining his foot and injuring his back.

January 7. — At Paper Mill: George Young, employee, while coupling cars had his arm jammed.

January 8. — At East Cambridge: Charles Sheck, employee, while pulling pin had his foot jammed between perch of dump car and shoulder of draw-bar.

January 9. — At Bleachery: Octave Cluthier, employee, while coupling cars had his finger jammed.

January 10. — At Mystic Wharf: James McDermott, employee, while coupling cars had two fingers jammed.

January 11. — At Worcester: Jacob Lamonjie, trespasser, while walking on track was struck by train and fatally injured.

January 13. — At Boston: John Shaw, passenger, attempting to take train in motion, was run over and fatally injured.

January 15. — At Ayer Junction: Michael Grady, employee, while pulling pin had his hand crushed.

January 15. — At Salem: Edward J. Clarke, employee, was struck by freight train, receiving injuries about the face and body.

January 15. — At Oakdale: Martin L. Noyes, employee, while pulling pin had his thumb jammed.

January 16. — At Revere: George Warren, employee, while coupling cars had his hand crushed.

January 23. — At North Lawrence: Howard Olds, employee, while climbing box car struck against building and was knocked off, breaking his leg.

January 25. — At Somerville: Louis A. Smith, employee, while pulling pin had his hand jammed.

January 26. — At Chelsea: Timothy Leary, trespasser, walking on track, was struck by engine and instantly killed.

January 26. — At Beverly: James McNeales, employee, while coupling cars had his hand jammed.

January 27. — At Ayer Junction: George W. Owens, employee, while coupling cars had his hand badly jammed.

January 29. — At Lawrence: Charles Sawyer, trespasser, while walking on track was struck by engine and collar-bone broken.

January 29. — At Beverly: Unknown man was found dead beside track. Had apparently been run over by passing train.

January 30. — At Mystic Junction: Frank Walker, employee, while pulling pin had his arm jammed.

February 3. — At Lowell: Charles H. Stevens, employee, fell from top of car and was run over and instantly killed.

February 3. — At South Lawrence: James Magoun, attempting to drive across track, was struck by engine and fatally injured.

February 5. — At West Street: C. H. Adams, trespasser, walking on the track, was struck by engine and shoulder broken.

February 6. — At Lexington: Charles Davis, Mrs. Mary Davis, A. E. Locke and Mrs. A. E. Locke, while driving across the track were struck by train, Mr. Davis receiving cuts about the head and the others slight bruises.

February 6. — At Gilbertville: Joseph Wallace, attempting to drive across the track, was struck by engine and killed.

February 8. — At Salem: Michael Birmingham, employee, while coupling cars received a slight scalp wound, caused by pin falling out.

February 10. — At Prospect Hill: Charles Burnham, employee, was thrown from top of train by brake head breaking, and his back and knee injured.

February 11. — At East Cambridge: James Courie, trespasser, attempting to cross the track, was struck by engine, receiving cuts about the head.

February 11. — At Winchester: Earnest F. Jones, employee, struck an overhead bridge, injuring his head slightly.

February 12. — At Lowell: Alson Thursting, employee, while coupling cars had his hand injured.

February 15. — At Boston: Richard Egan, employee, fell in front of engine and was fatally injured.

February 18. — At Barre: James Connors, employee, fell from train and was run over and fatally injured.

February 18. — At Ipswich: G. W. Spencer, standing on track at Washington Street crossing, was run over and instantly killed.

February 18. — At Salem: William G. Larrabee, employee, while coupling cars had his hand injured.

February 18. — At Somerville: George McDonald, employee, while coupling cars had end of finger taken off.

February 19. — At East Amesbury: Albert F. Hatch, employee, while coupling cars had one finger taken off.

February 20. — At East Cambridge: Peter Lemsink, employee, while coupling cars had one finger jammed.

February 26. — At South Lawrence: F. X. Connor, employee, while coupling cars had his leg crushed and arm broken.

February 27. — At Lowell: George Dougherty, employee, fell from top of car and was badly shaken up.

February 28. — At Wilmington: J. W. Daly, passenger, had one foot badly crushed while attempting to take train in motion.

March 5. — At Wyoming: Walter Ogilvie, trespasser, while crossing track was struck by train and his arm and three ribs broken.

March 6. — At Chelsea: Fred H. Thomas, trespasser, had one foot crushed while trying to climb onto train in motion.

March 7. — At Lowell: V. L. Lazott, employee, while riding on top of train was knocked from car by a projecting fire-escape on an adjacent building, and his wrist and knee injured.

March 9. — At Lowell: George B. Bigelow, employee, while coupling cars had one finger taken off.

March 10. — At Wellington: William Sullivan, trespasser, stepped in front of engine and was fatally injured.

March 11. — At South Lawrence: Leon Gingrass, employee, fell from top of car and was run over and fatally injured.

March 11. — At East Boston: Mortimer Roome, employee, was blown from top of train and four ribs broken.

March 16. — At Sterling Junction: F. H. Harndan, employee, while pulling pin had his thumb jammed.

March 16. — At Boston: G. E. Humphrey, employee, while coupling cars had two fingers jammed.

March 17. — At Prospect Hill: W. Evans, employee, fell from top of car, injuring his back and hip.

March 17. — At Boston: James A. Masterton, employee, fell and cut his head badly while attempting to jump on train in motion.

March 18. — At Salem Junction: W. Slazer, employee, caught his foot between rail and had it badly jammed by the wheels.

March 20. — At Lowell: George Labrie, employee, while coupling cars had his finger crushed.

March 21. — At East Cambridge: F. Kehoe, passenger, had one leg taken off and the other injured in jumping from train in motion.

March 22. — At Revere: Charles Tenney, trespasser, had one leg cut off while attempting to climb onto moving train.

March 23. — At Boston: Peter D. Weston, passenger, had his foot cut off in jumping from train in motion.

March 26. — At Melrose Highlands: A. E. Steele, passenger, while crossing track was struck by engine and fatally injured.

March 26. — At Haverhill: C. H. Merrick while driving across track was struck by hand-car, receiving bad bruises.

March 26. — At Bleachery: Daniel McNabb, trespasser, fell from car and had two fingers taken off and his head cut.

March 28. — At South Lawrence: Eugene Harrison, employee, while coupling cars had his arm badly jammed.

March 28. — At East Somerville: Neal A. McNealus, employee, while coupling cars had his arm slightly jammed.

March 29. — At Lowell: Owen Lamb, employee, while coupling cars was caught and fatally crushed between them.

March 31. — At Somerville: William Gall, employee, was knocked from car by coal shute, and his back and head injured.

April 2. — At East Cambridge: William Decker, employee, while coupling cars had one finger jammed.

April 5. — At Bradford: G. W. Stratton, employee, while throwing switch had his hand caught and finger broken.

April 5. — At Salem: Charles L. Holt, passenger, fell from car, bruising his head.

April 6. — At East Cambridge: Charles Sheck, employee, while coupling cars had two fingers crushed.

April 6. — At Boston: Fred Joyall, employee, while coupling cars had his hand jammed.

April 7. — At East Somerville: John Mears, employee, while inspecting cars was caught between dead-woods and killed.

April 7. — At Wenham: Andrew Harridan, passenger, had his foot crushed in jumping from train in motion.

April 9. — At Lowell: Owen Dowd, trespasser, stealing ride, fell from train and was instantly killed.

April 9. — At Wilmington: William Maguire, employee, while coupling cars had his shoulder and chest jammed.

April 9. — At Lynnfield: Benj. McLeod, employee, while coupling cars had his thumb jammed.

April 10. — At Worcester: J. F. Kelley, employee, while coupling cars had his hand badly jammed.

April 12. — At Boston: Jerry Reardon, employee, in changing link had his hand caught and bruised.

April 14. — At West Medford: William Timothy, trespasser, fell in climbing onto moving train and had his foot run over.

April 14. — At East Saugus: Mrs. Hannah Upham, trespasser, walking across railroad bridge, was knocked overboard by train and somewhat injured.

April 16. — At Edgewood: Willie Lynch, a boy, running across track, was fatally injured.

April 18. — At East Somerville: William Hocks, trespasser, in crossing track was run over and badly injured.

April 19. — At Somerville: Stett McDonald, employee, while coupling cars had his arm jammed.

April 23. — At Lowell: Charles C. Kelley, employee, while at work under car was run over and fatally injured.

April 26. — At Malden: Mrs. James Morgan, passenger, attempting to take train in motion, was somewhat injured.

May 2. — At East Cambridge: George Perkins, employee, while coupling cars had the end of his finger crushed.

May 4. — At Salem: Joseph Damons, employee, while coupling cars had his hand jammed.

May 5. — At Malden: George S. Minot, passenger, was cut and bruised in jumping from train in motion.

May 7. — At Charlestown: Bernard Gould, trespasser, walking on track, was run over and fatally injured.

May 9. — At Lowell: John Lynch, employee, while pulling pin had his arm jammed.

May 9. — At East Boston: Fred C. Dunham, employee, while coupling cars had his arm jammed.

May 12. — At Reading: John Crowley, employee, while coupling cars had his arm jammed.

May 13. — At Somerville: John M. Dougherty, employee, slipped in getting on caboose car, and had his foot and arm crushed.

May 16. — At Groton: W. H. Horne, employee, while coupling cars had his hand jammed.

May 17. — At South Lawrence: George Spencer, employee, walking on track, was struck by engine and badly bruised.

May 18. — At East Boston: William Divine, trespasser, while stealing ride fell from train and had his foot run over.

May 19. — At Peabody: K. Carney, employee, while shifting had his foot caught in switch and jammed by the wheel.

May 21. — At Haverhill: W. C. Baily, employee, fell from top of car, bruising his leg.

May 21. — At North Cambridge Junction: Joseph Zetlin, employee, while coupling had his hand crushed.

May 23. — At Ipswich: John Rice, employee, was thrown off the car and his arm broken.

May 23. — At Oakdale: R. A. Pingree, employee, fell from car, injuring his hip, back and side.

May 24. — At East Somerville: A. A. Jackman, trespasser, walking on track, was struck by engine and somewhat bruised.

May 25. — At Salem: William Temple, trespasser, crossing track, was struck by engine and instantly killed.

May 27. — At Somerville: William W. Gleason, employee, while coupling cars had his finger crushed.

May 28. — At Salem: Ernest Voizard, passenger, riding with his arm extending from car window, had it broken by striking some object beside the track.

May 29. — At East Cambridge: William Blake, employee, fell between tender and engine, bruising his leg badly.

May 30. — At Northampton: E. J. Killen, employee, while coupling had his finger jammed.

May 31. — At Somerville: unknown man, trespasser, while crossing track was struck by engine and fatally injured.

June 1. — At East Cambridge: Alexander McEachem, employee, while coupling cars was caught between them and bruised.

June 1. — At Chelsea: Margaret Carolan, trespasser, was found dead beside the track. Supposed to be struck by passing train.

June 1. — At East Somerville: John Olsen, employee, while coupling cars had his hand jammed.

June 2. — At Boston: W. N. Berists, employee, while coupling had his finger jammed.

June 4. — At Worcester: J. Cleary, employee, while coupling cars had his finger jammed.

June 6. — At Beverly: F. Wentworth, trespasser, walking track, was struck by train and his head cut.

June 6. — At Mystic Wharf: C. A. Furness, employee, while coupling cars had his finger split open.

June 10. — At Lowell: William Stacks, trespasser, had his arm and leg crushed while attempting to climb onto a moving train.

June 10. — At Charlestown: James Russell, employee, while walking on track was struck by engine and slightly bruised.

June 11. — At East Somerville: Michael Beattie, trespasser, while walking on track was struck by engine and injured about his head and hand.

June 11. — At Ayer Junction: G. E. Vantine, employee, while pulling pin had his finger slightly jammed.

June 13. — At Groton: H. M. Whittemore, Bert Benedict, G. E. Gibbs and G. G. Bowers, employees, were slightly injured in rear collision.

June 14. — At Market Street: John Connors, trespasser, while playing on track was struck by engine and instantly killed.

June 15. — At Mystic Wharf: James Berry, employee, while coupling had his collar-bone broken.

June 15. — At Market Street: Cora Morey, trying to cross track, was struck by train and had two toes cut off.

June 17. — At Charlestown: Charles Howe, employee, fell while climbing onto train in motion and had his foot cut off.

June 17. — At Somerville Junction: Michael McCarthy, trespasser, while walking on track was struck by train and his leg crushed.

June 17. — At Lowell: William Lenney, employee, fell from car and was badly shaken up.

June 17. — At Cross Street: Joseph Carrol, passenger, fell from train, cutting his head.

June 20. — At Lynn: James B. McCann, trespasser, walking on track, was struck by train and injured about the head and hip.

June 23. — At Malden: Mrs. Ring, trespasser, walking on track, was struck by train and her leg cut off.

June 25. — At West Boylston: F. R. Cruickshank, employee, slightly jammed while coupling.

June 26. — At West Medford: John A. Hearn, passenger, had both legs crushed in attempting to take train in motion.

June 27. — At Somerville: William T. O'Regan, employee, fell from car and had his foot cut off.

June 27. — At Linden: Freeman Smith, employee, was slightly injured by collision of trains.

June 28. — At Mystic Wharf: William N. Andrews, employee, while coupling had his finger taken off.

June 28. — At Lowell: Octave Levesque, employee, was caught between platform and car, receiving internal injuries.

June 29. — At Lincoln Square: J. Cleary, employee, while coupling cars had his finger jammed.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	246
Number of crossings of highways over railroad,	68
Number of crossings of highways under railroad,	15
Number of highway bridges 18 feet above track,	7
Number of highway bridges less than 18 feet above track, . .	61
Height of lowest bridge above the rail,	14 ft. 7 in.
Number of crossings at which gates or flagman are maintained,	188
Number of crossings at which there are neither signals nor flagman,	58
Number of railroad crossings at grade (specifying each), . .	14
Boston Union Freight Railway. Boston, Western Division and Fitchburg Railroad. Boston, Eastern Division and Fitchburg Railroad. Boston, Western Division and Eastern Division. Boston, Western Division and Grand Junction Railroad. Boston, Eastern Division and Grand Junction Railroad. Somerville, Western Division and Southern Division. Somerville, Eastern Division and Southern Division. Wilmington Junction, Western Division and Southern Division. South Lawrence, Western Division and Southern Division. South Lawrence, Western Division and Southern Division. East Boston, Eastern Division and Grand Junction Railroad. Salem, Eastern Division and Southern Division. Danvers, Eastern Division and Western Division.	

New Bridges of over Ten Feet Span built within the Year on Roads operated in Massachusetts (including Those replacing Old Structures and Those built where None before existed).

Location.	To Replace.	Description.	Length of Spans and Number of Tracks.	When and by Whom Built.
Melrose, .	Box Culvert.	Segmental Arch.	12 ft., 2 tracks.	F. Blaisdell.
Wakefield, .	Trussed Stringer.	Plate Girder.	24 ft., 1 track.	B. & M. R.R.
N. Lawrence, .	Rolled Beams.	Rolled Beams.	23 ft. 2 in., 1 track.	B. & M. R.R.
Ipswich, .	Rolled Beams.	Wood Stringers.	97 ft. 9 in., 2 tracks.	B. & M. R.R.
Ipswich, .	Rolled Beams.	Rolled Beams.	11 ft. 3 in., 2 tracks.	B. & M. R.R.
Newburyport, .	Pile Trestle.	Plate Girder.	163 ft. 6 in., 2 tracks.	Penn. Steel Co.
Cambridge, .	Wood Stringer.	Plate Girder.	16 ft. 6 in., 2 tracks.	Berlin Bridge Co.
Arlington, .	Open Culvert.	Plate Girder.	10 ft., 2 tracks.	B. & M. R.R.
Peabody, .	Wood Stringer.	Rolled Beams.	11 ft., 1 track.	B. & M. R.R.
Oakdale, .	Iron Pin.	Iron Rivet.	81 ft. 2 in., 1 track.	Boston Bridge Works.

Bridges on Roads operated in Massachusetts.

Western Division,	4,496 ft. 9 in.
Eastern Division,	7,746 ft. 10 in.
Southern Division,	2,221 ft. 10 in.
W. N. & P. Divisions,	27 ft.
Central Massachusetts Division,	2,617 ft. 2 in.
Total length of pile and trestle bridging,	17,109 ft. 7 in.
Bridges abolished during the year (specifying how) :	
Methuen, Western Division, No. 8 M, filled,	1
Newburyport, Eastern Division, No. 15, filled,	1
Newburyport, Eastern Division, No. 16, filled,	1
Saugus, Eastern Division, No. 23, filled,	1
Bridges extensively repaired during the year (specify how) :	
Haverhill, Western Division, No. 23, new ties.	
Boston, Eastern Division No. 1, draw No. 2, one new needle beam.	
Manchester, Eastern Division, No. 48, partly filled at trestle approaches.	
Worcester, W. N. & P. Divisions, No. 1, part of wooden angle blocks changed to iron.	
Lowell, Southern Division, No. 14, stringers of two main tracks reinforced and ties renewed.	
Lowell, Southern Division, No. 16, ties renewed.	
Concord, Southern Division, No 38, pile piers and ties renewed.	
Concord, Southern Division, No. 41, ties renewed.	
Hardwick, Central Massachusetts Division. No. 47 A, stringers reinforced and piles braced.	
Total amount expended for repairs and renewals of bridges,	\$307,574 85

NAME AND RESIDENCE OF OFFICERS.

Frank Jones, *President*, Portsmouth, N. H. John W. Sanborn, *Acting General Manager*, Boston, Mass. D. W. Sanborn, *General Superintendent*, Somerville, Mass. Richard Olney, *General Counsel*, Somerville, Mass. William J. Hobbs, *General Auditor*, Malden, Mass. Wm. Merritt, *Superintendent Western Division*, Boston, Mass. W. T. Perkins, *Superintendent Eastern Division*, Malden, Mass. J. W. Sanborn, *Superintendent Northern Division*, Wolfborough Junction, N. H. Geo. W. Hurlburt, *Superintendent Worcester, Nashua & Portland Division*, Worcester, Mass Geo. F. Evans, *Superintendent Southern Division*, Boston, Mass. H. E. Folsom, *Superintend-*

ent Passumpsic Division, Lyndonville, Vt. H. E. Chamberlin, *Superintendent Concord Division*, Concord, N. H. D. J. Flanders, *General Passenger and Ticket Agent*, Malden, Mass. W. F. Berry, *General Traffic Manager*, Winchester, Mass. Amos Blanchard, *Treasurer*, Andover, Mass. Herbert E. Fisher, *Assistant Treasurer*, Somerville, Mass. Sigourney Butler, *Clerk of Corporation*, Quincy, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Frank Jones, Portsmouth, N. H. A. W. Sulloway, Franklin, N. H. S. C. Lawrence, Medford, Mass. Jos. H. White, Brookline, Mass. D. P. Kimball, Boston, Mass. W. Hunnewell, Boston, Mass. Jos. S. Ricker, Portland, Me. Geo. G. Haven, New York City. Wm. C. Whitney, New York City. Richard Olney, Boston, Mass. John W. Sanborn, Boston, Mass. Wm. T. Hart, Boston, Mass. W. S. Webb, New York City.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,
BOSTON, MASS.

FRANK JONES,
SAMUEL C. LAWRENCE,
J. S. RICKER,
J. W. SANBORN,
WM. T. HART,
DAVID P. KIMBALL,
JOSEPH H. WHITE,
WALTER HUNNEWELL,
RICHARD OLNEY,
Directors.
J. W. SANBORN,
Acting General Manager.
AMOS BLANCHARD,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 8, 1892. Then personally appeared the aforesaid Frank Jones, Samuel C. Lawrence, J. S. Ricker, J. W. Sanborn, Wm. T. Hart, David P. Kimball, Joseph H. White, Walter Hunnewell, Richard Olney and Amos Blanchard, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SIGOURNEY BUTLER,
Justice of the Peace.

Approved, Sept. 15, 1892.

GEO. H. POOR,
Commissioner for Massachusetts.

To the Railroad Commissioners of Massachusetts.

We hereby certify that the mortgage certificates of indebtedness of the Eastern Railroad Company issued by us, and outstanding on the thirtieth day of September, 1892, were as follows :—

Certificates payable in sterling money of Great Britain,	£353,000
Certificates payable in gold dollars of the United States,	\$7,324,000
Scrip certificates,	21 cents.

The above shows a decrease from amount last reported of £2,100 and \$75,000, being certificates purchased under provisions of chapter 373 of the Acts of 1888, by written request of the corporation.

WILL'D P. PHILLIPS,
CHAS. U. COTTING,
Majority of the Trustees Eastern Railroad.

Boston, Oct. 13, 1892.

REPORT OF THE CONDITION OF THE SINKING FUND OF THE EASTERN RAILROAD COMPANY ON THE THIRTIETH DAY OF SEPTEMBER, 1892.

1891.		
Sept. 30.	Amount on hand as per report of Sept. 30, 1891,	\$101,664 85
Oct. 6.	Amount received from sale of \$50 scrip of the Portland & Rochester Railroad,	60 00
Nov. 9.	Amount received from the Boston & Maine Railroad, being excess of cost of certificates of indebtedness purchased, over the "fair value" fixed by the trustees,	6,004 08
1892.		
July 6.	Amount received from sale of 10 shares of stock of the South Reading Branch Railroad, at par,	1,000 00
Aug. 31.	Payment to sinking fund for year ending Sept. 1, 1892,	100,000 00
Sept. 30.	Income for the year. Interest on deposit at bank,	614 45
1891.	DR.	\$209,343 38
Nov. 12.	Cost of certificates of indebtedness purchased under provisions of chapter 373 of the Acts of 1888, by written request of the corporation, and thereafter cancelled, £2,100	\$12,467 97
		\$75,000 92,817 00
	Accrued interest thereon,	1,008 43
1892.		\$106,293 40
Jan. 5.	Paid Russell & Putnam for legal services,	100 00
		\$106,393 40
Sept. 30.	Balance on hand, cash on deposit in bank,	102,949 98
		\$209,343 38

WILL'D P. PHILLIPS,
CHAS. U. COTTING,
Majority of the Trustees Eastern Railroad.

Boston, Oct. 13, 1892.

REPORT
OF THE
BOSTON & PROVIDENCE RAILROAD CORPORATION,
FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Old Colony Railroad Company.]

INCOME ACCOUNT.	
<i>General Exhibit for the Year.</i>	
Income from lease of road,	\$504,600 00
TOTAL INCOME,	\$504,600 00
Salaries and maintenance of organization, etc.,	\$3,025 70
Interest on funded debt accrued,	101,600 00
TOTAL DEDUCTIONS,	104,625 70
NET INCOME,	399,974 30
Dividends declared (10 per cent.),	400,000 00
Deficit for year ending June 30, 1892,	25 70
Balance Profit and Loss Account June 30, 1891 (surplus),	76,489 41
TOTAL PROFIT AND LOSS ACCOUNT (SURPLUS),	76,463 71
Deduct: sundry charges,	1,249 89
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),	75,213 82
General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$5,046,088 30
Cost of equipment,	871,234 35
Stock of Providence, Warren & Bristol Rail- road Company,	158,505 00
Stock of Union Freight Railroad Company,	79,014 42
Lands in Massachusetts and Rhode Island,	82,183 94
TOTAL PERMANENT INVESTMENTS,	\$6,237,026 01
Cash,	164,931 15
TOTAL,	\$6,401,957 16

	CR.	
Capital stock,		\$4,000,000 00
Funded debt,		2,165,000 00
Current liabilities :		
Balance due to other companies,	\$6,355 84	
Dividends not called for,	3,072 50	
Matured interest coupons unpaid (including coupons due July 1),	52,315 00	
Dividends due July 1,	100,000 00	
TOTAL CURRENT LIABILITIES,		161,743 34
Profit and Loss balance,		75,213 82
TOTAL,		\$6,401,957 16

CAPITAL STOCK.

Capital stock authorized by charter,	\$4,000,000 00
Capital stock authorized by votes of company,	4,000,000 00
Capital stock issued (number of shares, 40,000); amount paid in,	\$4,000,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	4,000,000 00
Total number of stockholders,	1,590
Number of stockholders in Massachusetts,	1,257
Amount of stock held in Massachusetts,	\$3,363,400 00

FUNDED DEBT.

Funded debt, as follows :	
Bonds due July 1, 1893, rate of interest 7 per cent., . . .	\$500,000 00
Interest paid on same during year, . . . \$35,000 00	
Bonds due July 1, 1918, rate of interest 4 per cent , . . .	1,665,000 00
Interest paid on same during year, . . . \$66,600 00	
TOTAL AMOUNT OF FUNDED DEBT,	\$2,165,000 00

DESCRIPTION OF ROAD OWNED.

Main line of road from Boston to Providence,	44	miles.
Main line of road in Massachusetts,	38.14	"
Main line of road in Rhode Island,	5.86	"
Double track on main line,	44	"
Same in Massachusetts,	38.14	"
Third track on main line,	8.67	"
Same in Massachusetts,	8.67	"
Branches owned by company, viz.:		
West Roxbury (double track),	5.366	"
Dedham (double track),	2.224	"
India Point (single track),	8.048	"
Stoughton (double track),	4.054	"
Total length of branches owned by company,	19.692	"
Total length of branches owned by company in Massachusetts,	15.130	"
Total length of branches owned by company in Rhode Island,	4.562	"
Double track on branches,	11.42	"
Same in Massachusetts,	11.42	"
Total road belonging to this company,	63.69	"
Sidings and other tracks not before enumerated,	54.26	"
Same in Massachusetts,	45.68	"
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	182.04	"
Same in Massachusetts,	157.18	"
Total length of tracks laid with steel rails,	162.34	"
[Weights per yard, 70 and 78 pounds.]		

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	48
Number of crossings of highways over railroad,	34
Number of crossings of highways under railroad,	7
Number of highway bridges 18 feet above track,	15
Number of highway bridges less than 18 feet above track, . .	19
Height of lowest bridge above the rail,	14 ft. 1½ in.
Number of crossings at which gates or flagman are maintained,	52
Number of crossings at which electric signals are maintained,	18
Number of railroad crossings at grade (specifying each), .	2
Boston & Albany Railroad. Old Colony Railroad.	
Number of railroad crossings under other railroads (specify- ing each),	2
New York & New England Railroad. Providence & Worces- ter Railroad.	

NAME AND RESIDENCE OF OFFICERS.

Thomas P. I. Goddard, *President*, Providence, R. I. Benjamin B. Torrey,
Treasurer and Clerk of Corporation, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Thomas P. I. Goddard, Providence, R. I. William R. Robeson, Lenox,
Mass. Royal C. Taft, Providence, R. I. Robert H. Stevenson, Boston,
Mass. Roger Wolcott, Boston, Mass. John Lowell, Newton, Mass. Edward
W. Hooper, Cambridge, Mass.

PROPER ADDRESS OF THE COMPANY.

BOSTON & PROVIDENCE RAILROAD CORPORATION,
BOSTON, MASS.

T. P. I. GODDARD,
ROYAL C. TAFT,
ROBT. H. STEVENSON,
JOHN LOWELL,
Directors.
B. B. TORREY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 12, 1892. Then personally appeared T. P. I. Goddard,
Royal C. Taft, Robt. H. Stevenson, John Lowell and B. B. Torrey, and
severally made oath to the truth of the foregoing statement by them sub-
scribed, according to their best knowledge and belief.

ISAAC N. MARSHALL,
Justice of the Peace.

REPORT

OF THE

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[A narrow-gauge road.]

INCOME ACCOUNT.		
<i>General Exhibit for the Year.</i>		
Gross earnings from operation,	\$318,839 94	
Less operating expenses,	227,467 21	
Income from operation,		\$91,372 73
Miscellaneous income, less expenses,		18,082 01
		<hr/>
TOTAL INCOME,		\$109,454 74
Deductions from income:		
Interest on funded debt accrued during year,	\$35,450 00	
Interest and discount on interest-bearing current liabilities,	2,918 22	
Taxes,	19,336 52	
	<hr/>	
TOTAL DEDUCTIONS FROM INCOME,		57,704 74
		<hr/>
NET INCOME,		\$51,750 00
Dividends declared (6½ per cent. on common stock),		51,750 00
Balance Profit and Loss Account June 30, 1891 (surplus),		104,777 58
Deduct,		2,893 97
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),		101,883 61
EARNINGS FROM OPERATION.		
Passenger:		
Passenger revenue,	\$324,643 54	
Less repayments:		
Excess fares refunded,	5,803 60	
	<hr/>	
TOTAL GROSS EARNINGS FROM OPERATION,		\$318,839 94
OPERATING EXPENSES.		
Maintenance of way and structures:		
Repairs of roadway,		\$15,067 98
Renewals of rails,		758 08
Renewals of ties,		3,145 90
Repairs of bridges and culverts,		15,154 25
Repairs of fences, road-crossings, signs and cattle-guards,		321 22
Repairs of buildings,		10,112 15
	<hr/>	
TOTAL,		\$44,559 58

Maintenance of equipment :	
Repairs and renewals of locomotives,	\$9,092 77
Repairs and renewals of passenger cars,	6,380 17
Repairs and renewals of ferry-boats, tugs, floats and barges,	5,551 18
TOTAL,	\$21,024 12
Conducting transportation :	
Wages of enginemen, firemen and roundhousemen,	\$14,684 90
Fuel for locomotives,	19,078 77
Water supplies for locomotives,	1,777 95
All other supplies for locomotives,	1,205 50
Wages of other trainmen,	24,810 40
All other train supplies,	2,052 97
Wages of switchmen, flagmen and watchmen,	16,879 03
Expense of telegraph, including train despatchers and operators,	2,016 19
Wages of station agents, clerks and laborers,	17,387 48
Station supplies,	8,522 53
Loss and damage,	343 00
Injuries to persons,	3,212 25
Barges, floats, tugs, ferry-boats, expense of, including wages, fuel and supplies,	22,986 16
Other expenses,	1,278 69
TOTAL,	\$136,234 82
General expenses :	
Salaries of officers,	\$9,000 00
Salaries of clerks,	4,454 08
General office expenses and supplies,	2,412 11
Advertising,	1,257 30
Insurance,	1,864 13
Legal expenses,	1,683 56
Stationery and printing,	4,977 51
TOTAL,	\$25,648 69
Recapitulation of expenses :	
Maintenance of way and structures,	\$44,559 58
Maintenance of equipment,	21,024 12
Conducting transportation,	136,234 82
General expenses,	25,648 69
GRAND TOTAL.	\$227,467 21
Percentage of operating expenses to earnings,	67 51
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Lands, land damages and fences,	\$8,644 15
Passenger and freight stations, wood-sheds and water stations,	6,403 93
Purchase of other roads (Boston, Winthrop & Shore Railroad),	408,278 98
TOTAL FOR CONSTRUCTION,	\$423,327 06
Property sold (or reduced in valuation on the books) and credited property accounts during the year,	423,327 06
Stock of Boston, Winthrop & Shore Railroad, \$54,330 00	
Lands sold,	5,727 98
Two cars sold,	800 00
Profit and Loss,	2,893 97
Total credits to property accounts,	63,751 95
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	359,575 11

General Balance Sheet June 30, 1892.

DR.		
Cost of road,	\$1,241,485 42	
Cost of equipment,	268,317 23	
Lands,	95,290 43	
Ferry boats,	73,000 00	
TOTAL PERMANENT INVESTMENTS,		\$1,678,093 08
Cash,	\$33,367 42	
Bills receivable,	5,500 00	
Due from solvent companies and other individuals,	1,119 00	
Other cash assets,	3,350 00	
TOTAL CASH AND CURRENT ASSETS,		43,336 42
Other assets:		
Materials and supplies,	\$19,636 05	
TOTAL OTHER ASSETS,		19,636 05
TOTAL,		\$1,741,065 55
CR.		
Capital stock,		\$850,000 00
Funded debt,		639,000 00
Current liabilities:		
Loans and bills payable,	\$60,000 00	
Audited vouchers and accounts,	9,438 41	
Dividends not called for,	45 00	
Matured interest coupons unpaid (including coupons due July 1),	240 00	
Improvement fund,	80,458 53	
TOTAL CURRENT LIABILITIES,		150,181 94
Profit and Loss balance,		101,883 61
TOTAL,		\$1,741,065 55

CAPITAL STOCK.

Capital stock authorized by charter,	\$1,125,000 00	
Capital stock authorized by votes of company,	1,125,000 00	
Capital stock issued (number of shares, 8,500); amount paid in,		\$850,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		850,000 00
Total number of stockholders,	331	
Number of stockholders in Massachusetts,	308	
Amount of stock held in Massachusetts,	\$658,600 00	

FUNDED DEBT.

Funded debt as follows:		
Mortgage bonds due 1897, rate of interest 6 per cent.,		\$350,000 00
Interest paid on same during year,	\$21,000 00	
Mortgage bonds due 1905, rate of interest 5 per cent.,		289,000 00
Interest paid on same during year,	\$14,450 00	
TOTAL AMOUNT OF FUNDED DEBT,		\$639,000 00

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger traffic :

Number of passengers carried earning revenue,	3,131,509
Number of passengers carried one mile,	16,437,329
Average distance carried,	5.24
Total passenger revenue,	\$318,839 94
Average amount received from each passenger, . . . . .	.1018 cent.
Average receipts per passenger per mile, . . . . .	.0194 "
Estimated cost of carrying each passenger one mile, . . . . .	.0138 "
Passenger earnings per mile of road,	\$23,617 77
Passenger earnings per train mile,	1.115 cents.

Train mileage :

Miles run by passenger trains,	285,742
Total mileage trains earning revenue,	285,742
Miles run by construction and other trains,	3,587
Total train mileage,	289,329
Average number of persons employed,	182

Rates of fare :

Average rate of fare per mile received for local tickets, . . . . .	.0210 cent.
Average rate of fare per mile received for commutation tickets, . . . . .	.0138 "
Average rate of fare per mile received for season tickets, . . . . .	.0101 "

Relating to passengers :

Passengers to Boston (including season),	1,257,077
Passengers from Boston (including season),	1,244,426
Season-ticket passengers to and from Boston,	591,052

DESCRIPTION OF ROAD OWNED.

Main line of road from East Boston to Lynn,	8 8 miles.
Main line of road in Massachusetts,	8.8 "
Double track on main line,	8.3 "
Same in Massachusetts,	8.3 "
Branches owned by company, viz. :	8.3 "
Winthrop Branch (single branch),	4.7 "
Crescent Beach & Point of Pines (single track),	2.6 "
Total length of branches owned by company,	7.3 "
Total length of branches owned by company in Massachusetts,	7.3 "
Total road belonging to this company,	16.1 "
Sidings and other tracks not before enumerated,	3 "
Same in Massachusetts,	3 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	27.4 "
Same in Massachusetts,	27.4 "
Total length of tracks laid with steel rails,	22.3 "
[Weights per yard, 50 pounds.]	
Total miles of road operated by this company,	13.5* "
Total miles of road operated by this company in Massachusetts,	13 5 "
Number of stations in Massachusetts on all roads operated by this company (including Boston terminus),	20
Number of telegraph offices in same (telephone),	12
Number of stations on all roads owned by this company,	20
Same in Massachusetts,	20

* Crescent Beach branch 2.6 miles not operated.

DESCRIPTION OF EQUIPMENT.

	Number Owned.	Total Number.	Maximum Weight.	Average Weight.	Number Equipped with Train Brake.	Number Equipped with Driving-Wheel Brake.	Number Equipped with Patent Coupler.	
Locomotives:								
Passenger,	12	12	38 tons.	35 tons.	12	2	-	
Passenger cars,	43	43	18 tons.	14 tons	43	-	43	
Combination cars,	8	8	18 tons.	16 tons	8	-	8	
TOTAL,	51	51	-	-	51	-	51	
Box freight cars (basis of 8 wheels), .	3	3	-	-	3	-	3	
Flat freight cars (basis of 8 wheels), .	4	4	-	-	4	-	4	
TOTAL,	7	7	-	-	7	-	7	
Cars in company's service:								
Gravel cars,	10	10	-	-	10	-	10	
Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels,								51

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	6	-	7	-	7
Employees,	-	-	-	4	-	4	-	4
Others, .	-	-	5	6	5	6	5	6

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS

July 16, 1891. — William O'Brien, a boy eight years old, a trespasser, crossing the track in front of train near Lynn yard, was struck by locomotive and died from his injuries.

July 16. — H. W. Mace, a brakeman, while coupling locomotive to train at East Boston was caught between buffers and badly jammed.

August 1. — Charles Keeley, eight years old, fell from steps of train near Beachmont and was slightly injured.

August 3. — Charles O'Hare, while passing from one car to another as train was leaving Lynn, fell from platform and received bad scalp wound.

August 3. — Mrs. F. D. Adams, while alighting from train at Crescent Beach, fell and injured right hip.

August 4. — William McIntyre, eight years old, a trespasser, crossed the track at Wood Island in front of train, and was instantly killed.

August 13. — Erasmo Festa, forty-five years old, a trespasser, fishing on Wood Island bridge, was struck by car steps of train, causing flesh wound in the shoulder.

August 26. — Mrs Sabina Welch, while crossing at Pleasant Street, Lynn, in front of train after gates were lowered, was struck and knocked to one side, receiving slight injuries.

September 14. — John L. Wood, a trespasser, was found dead near main tracks in Lynn yard, with skull fractured and left leg cut off and lying near the rails.

September 26. — Margaret Flannigan, a trespasser, attempted to cross at Pleasant Street, Lynn, after the gates were put down, and was struck by the locomotive but not seriously injured.

October 11. — Edwin G. Libby jumped on train at East Boston, after it had started, and on looking back his head was struck by a gate post, causing a slight injury.

October 25. — James Dullea, a trespasser, while crossing the track in Lynn yard near the turn-table, was struck by a locomotive, having fallen into the ash pit (being near-sighted), and was run over and instantly killed.

November 12. — Mrs. M. A. Murphy jammed her finger in car door at Shirley station.

December 20. — A. H. Lawrence, a passenger, was struck by a stone thrown through car window, as train was passing under Wood Island Park overhead bridge, and face was slightly cut.

March 17, 1892.— John Ryan, William Campbell and Joseph A. Ferguson, while driving in an open wagon across the tracks at Pauline Street, Winthrop, in front of approaching train, were struck by the same, Ryan being thrown against telephone pole and receiving injuries from which he died, Campbell receiving wounds in the head and other injuries, and Ferguson a slight sprain in the back.

March 29. — R. H. Bennie, a fireman, while leaning too far out from cab, was struck by a post carrying bridge guard and thrown into ditch. Received bad scalp wound.

May 10. — W. Y. Ober, while passing from one car to another as train was leaving Lynn yard, fell from platform and received slight injuries.

June 1. — James Nicol, a fireman, jammed his finger while coupling locomotive to train at Lynn.

June 21. — David Leisk, twelve years old, a trespasser, while sitting too near the track near West Lynn, was struck by car steps and received slight injuries.

June 26. — A. H. Stone, brakeman, jammed finger while coupling locomotive to train at Lynn.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade.	14
Number of crossings of highways over railroad (including one private way).	11
Number of highway bridges less than 18 feet above track (including one private way),	9
Height of lowest bridge above the rail.	12 ft. 4 in.
Number of crossings at which gates or flagman are maintained,	16*

* Two not public.

New Bridges of over Ten Feet Span built within the Year on Roads operated in Massachusetts (including Those replacing Old Structures and Those built where None before existed).

Location.	To Replace.	Description.	Length of Spans and Number of Tracks.	When and by Whom Built.
Saugus River.	Old bridge (single track).	Pile bridge, oak piles, hard pine top, wrought-iron pivot draw.	20 ft. span, 2 tracks.	Fall of 1891 and spring of 1892. Labor by Wm. L. Miller, materials by Railroad Company.

<i>Bridges on Roads operated in Massachusetts.</i>				
Total length of pile and trestle bridging,				8,603 ft.
Bridges extensively repaired during the year (specify how): New caps, ties and piles, Orient Heights.				
Total amount expended for repairs and renewals of bridges,				\$47,600 31

NAME AND RESIDENCE OF OFFICERS.

Melvin O. Adams, *President*, Boston, Mass. Charles A. Hammond, *Superintendent*, Lynn, Mass. John A. Fenno, *Treasurer and Clerk of Corporation*, Newton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Melvin O. Adams, Boston, Mass. Joseph S. Ricker, Portland, Me. Matthew Bolles, Boston, Mass. Elijah B. Stoddard, Worcester, Mass. M. Shepard Bolles, Boston, Mass. Amos F. Breed, Lynn, Mass. Henry F. Hurlburt, Lynn, Mass.

PROPER ADDRESS OF THE COMPANY.

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY,

BOSTON, MASS.

MELVIN O. ADAMS,
MATTHEW BOLLES,
HENRY F. HURLBURT,
J. S. RICKER,
Directors.
CHARLES A. HAMMOND,
Superintendent.
JOHN A. FENNO,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 17, 1892. Then personally appeared Melvin O. Adams, Matthew Bolles, Henry T. Hurlburt, J. S. Ricker and Charles A. Hammond, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN A. FENNO,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 17, 1892. Then personally appeared John A. Fenno, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

MELVIN O. ADAMS,
Justice of the Peace.

REPORT
OF THE
BROOKLINE & PEPPERELL RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[In process of construction.]

BOSTON, MASS., Aug. 31, 1892.

To the Board of Railroad Commissioners of Massachusetts, Boston, Mass.

GENTLEMEN: I am unable to make a return of the earnings, expenses, etc., of the Brookline & Pepperell Railroad Company, for the year ending June 30, 1892, because on the date named the road was still under contract for construction.

The company has a full paid capital stock of \$110,000, divided into 1,100 shares of \$100 each, and a bonded debt of \$100,000 5 per cent. bonds, due Dec. 1, 1911; coupon days June 1 and December 1.

The directors of the company are: Edmund D. Codman of Boston, Mass.; James W. Dodge of Keene, N. H.; Charles Fairchild of Boston, Mass.; Thomas S. Hittinger of Townsend Harbor, Mass.; Lawrence H. H. Johnson of Braintree, Mass.; Herbert I. Wallace of Fitchburg, Mass.; Charles E. Ware of Fitchburg, Mass.; Franklin Worcester of Hollis, N. H.; Frederick Worcester of Cambridge, Mass.

President, Franklin Worcester of Cambridge, Mass.

Treasurer, Ezra H. Baker of Boston, Mass.

Very respectfully yours,

EZRA H. BAKER,
*Treasurer Brookline & Pepperell
Railroad Company.*

REPORT
OF THE
CENTRAL MASSACHUSETTS RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Boston & Maine Railroad.]

INCOME ACCOUNT. <i>General Exhibit for the Year.</i>	
Income from lease of road,	\$101,500 00
TOTAL INCOME,	\$101,500 00
Salaries and maintenance of organization,	\$1,500 00
Interest on funded debt accrued,	100,000 00
TOTAL DEDUCTIONS,	101,500 00
General Balance Sheet June 30, 1892.	
Dr.	
Cost of road,	\$9,419,202 33
TOTAL,	9,419,202 33
Cr.	
Common stock,	3,470,100 00
Preferred { stock, \$3,929,700 00 } { scrip, 19,402 33 }	3,949,102 33
TOTAL CAPITAL STOCK,	7,419,202 33
Funded debt,	2,000,000 00
TOTAL,	\$9,419,202 33
CAPITAL STOCK.	
Capital stock authorized by char- { Common, \$3,500,000 00 ter: { Preferred, 3,950,912 33	\$7,450,912 33
Capital stock authorized by votes { Common, \$3,500,000 00 of company: { Preferred, 3,950,912 33	7,450,912 33
Capital stock issued (number of shares: common, 34,701; preferred, 39,297) ; amount paid in,	7,399,800 00
Capital stock paid in on shares not issued (scrip),	19,402 33
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	7,419,202 33

Total number of stockholders :	{ Common, . . . 888	
	{ Preferred, . . . 832	
Number of stockholders in Massa-	{ Common, . . . 770	
chusetts :	{ Preferred, . . . 724	
Amount of stock held in Massa-	{ Common, \$3,169,000 00	
chusetts :	{ Preferred, 3,317,100 33	
FUNDED DEBT.		\$6,486,100 33
Funded debt, as follows :		
Bonds due Oct. 1, 1906, rate of interest 5 per cent., . . .		2,000,000 00
Interest paid on same during year, . . . \$100,000 00		

DESCRIPTION OF ROAD OWNED.		
Main line of road from North Cambridge to Northampton, .		98.77 miles.
Main line of road in Massachusetts,		98.77 “
Total road belonging to this company,		98.77 “
Sidings and other tracks not before enumerated,		22.92 “
Same in Massachusetts,		22.92 “
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,		121.69 “
Same in Massachusetts,		121.69 “
Total length of tracks laid with steel rails,		100.27 “
[Weights per yard, 60 pounds.]		

GENERAL INFORMATION.		
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>		
Number of crossings of highways at grade,		90
Number of crossings of highways over railroad,		21
Number of crossings of highways under railroad,		20
Number of highway bridges 18 feet above track,		14
Number of highway bridges less than 18 feet above track, . .		7
Height of lowest bridge above the rail,		15 ft. 2½ in.
Number of crossings at which gates or flagman are maintained,		28
Number of crossings at which there are neither signals nor flagman,		62
Number of railroad crossings at grade (specifying each), . .		2
Old Colony Railroad, South Sudbury, Mass., Boston & Maine Railroad, Oakdale, Mass.		
Number of railroad crossings over other railroads (specifying each),		8
Fitchburg Railroad, at Hill's Crossing. Weston, Hudson and Holden. Old Colony Railroad, at West Berlin. Boston & Albany Railroad, at Gilbertville and Bonds-ville. New London Northern Railroad, at Belchertown.		

NAME AND RESIDENCE OF OFFICERS.

Samuel N. Aldrich, *President*, Marlborough, Mass.; George F. Seymour, *Treasurer and Clerk of Corporation*, Melrose, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Samuel N. Aldrich, Marlborough, Mass. Thomas H. Perkins, Boston, Mass. Henry Woods, Boston, Mass. J. Edwin Smith, Worcester, Mass. William T. Parker, Boston, Mass. Moses W. Richardson, Boston, Mass. Elisha S. Converse, Malden, Mass. Charles E. Sweet, Newton, Mass. William M. Gaylord, Northampton, Mass. Charles P. Darling, Newton, Mass.

PROPER ADDRESS OF THE COMPANY.

CENTRAL MASSACHUSETTS RAILROAD COMPANY,

BOSTON, MASS.

S. N. ALDRICH,
CHARLES E. SWEET,
THOS. H. PERKINS,
WILLIAM T. PARKER,
HENRY WOODS,
E. S. CONVERSE,
Directors.
GEO. F. SEYMOUR,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 20, 1892. Then personally appeared S. N. Aldrich, Charles E. Sweet, Thomas H. Perkins, William T. Parker, Henry Woods, E. S. Converse and Geo. F. Seymour, above named, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHAS. M. HEMENWAY,
Justice of the Peace.

REPORT

OF THE

CHATHAM RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Old Colony Railroad Company.]

INCOME ACCOUNT. <i>General Exhibit for the Year.</i>		
Income from lease of road,	\$2,953 45	
Miscellaneous income, less expense,	99 00	
TOTAL INCOME,		\$3,052 45
Salaries and maintenance of organization,	\$225 78	
Interest on funded debt accrued,	1,794 50	
Taxes,	146 05	
TOTAL DEDUCTIONS,		2,166 33
NET INCOME,		886 12
Surplus for year ending June 30, 1892,		886 12
Balance Profit and Loss Account June 30, 1891 (surplus),		2,051 94
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),		2,938 06
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Lands, land damages and fences,		\$51 32
Passenger and freight stations, wood-sheds and water stations,		130 60
TOTAL FOR CONSTRUCTION,		181 92
Other expenditure charged to property account:		
Addition to store,		100 00
TOTAL CHARGES TO PROPERTY ACCOUNTS,		281 92
General Balance Sheet June 30, 1892.		
DR.		
Cost of road,	\$99,151 08	
One store,	778 95	
TOTAL PERMANENT INVESTMENTS,		\$99,930 03
Cash,	\$287 58	
Bills receivable, rental of road,	720 45	
TOTAL CASH AND CURRENT ASSETS,		1,008 03
TOTAL,		\$100,938 06

	CR.	
Capital stock,	.	\$68,200 00
Funded debt,	.	29,500 00
Accrued liabilities :		
Accrued interest not yet due,	.	300 00
Profit and loss balance,	.	2,938 06
TOTAL,	.	<u>\$100,938 06</u>

Contingent Liabilities.

PRESENT OR CURRENT LIABILITIES NOT INCLUDED IN THE
BALANCE SHEET.

Other liabilities, viz.:	
Estimated land damages,	\$200 00
TOTAL (not included in balance sheet),	200 00

CAPITAL STOCK.

Capital stock authorized by charter,	\$70,000 00
Capital stock authorized by votes of company,	85,000 00
Capital stock issued (number of shares, 682); amount paid in,	\$68,200 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	68,200 00
Total number of stockholders,	129
Number of stockholders in Massachusetts,	119
Amount of stock held in Massachusetts,	\$55,800 00

FUNDED DEBT.

Funded debt, as follows :

First mortgage bonds due Nov., 1902, rate of interest 6 per cent.,	\$9,500 00
Interest paid on same during year,	\$594 50
First mortgage bonds due Nov., 1907, rate of interest 6 per cent.,	20,000 00
Interest paid on same during year,	\$1,200 00

TOTAL AMOUNT OF FUNDED DEBT,	\$29,500 00
--	-------------

DESCRIPTION OF ROAD OWNED.

Main line of road from Chatham to Harwich,	7.07 miles.
Main line of road in Massachusetts,	7.07 "
Total road belonging to this company,	7.07 "
Sidings and other tracks not before enumerated, . . . .	.95 "
Same in Massachusetts, . . . . .	.95 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	8.02 "
Same in Massachusetts,	8.02 "
Total length of tracks laid with steel rails,	7.07 "
[Weights per yard, 50 pounds.]	

GENERAL INFORMATION.

Highway and Railroad Crossings in Massachusetts on Miles of Road owned.

Number of crossings of highways at grade,	12
Number of crossings at which there are neither signals nor flagman,	12

NAME AND RESIDENCE OF OFFICERS.

Marcellus Eldredge, *President*, Portsmouth, N. H. Chas. Bassett, *Treasurer and Clerk of Corporation*, South Chatham, Mass.

NAME AND RESIDENCE OF ELECTORS LAST ELECTED.

Marcellus Eldredge, Portsmouth, N. H. H. Fisher Eldredge, Portsmouth, N. H. Osborn Nickerson, Chathamport, Mass. S. Eldridge Hallett, Chatham, Mass. Clarendon A. Freeman, North Chatham, Mass.

PROPER ADDRESS OF THE COMPANY.

CHATHAM RAILROAD COMPANY,

CHATHAM, MASS.

MARCELLUS ELDREDGE,
OSBORN NICKERSON,
SOLOMON E. HALLETT,
CHAS. BASSETT,
C. A. FREEMAN,

Directors.

CHAS. BASSETT,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BARNSTABLE, ss. Sept. 3, 1892. Then personally appeared Marcellus Eldredge, Osborn Nickerson, Solomon E. Hallett and Chas. Bassett, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SETH W. HAMMOND,

Justice of the Peace.

REPORT
OF THE
CHELSEA BEACH RAILROAD COMPANY,*
FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Boston & Maine Railroad. Its operations are included in the report of that road, its business being so intimately connected that separate accounts have not been kept.]

General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$91,035 76
TOTAL,	\$91,035 76
CR.	
Capital stock,	\$91,000 00
Profit and Loss balance,	35 76
TOTAL,	\$91,035 76
CAPITAL STOCK.	
Capital stock authorized by charter and additional legislation,	\$91,000 00
Capital stock authorized by votes of company,	91,000 00
Capital stock issued (number of shares, 910) ; amount paid in,	\$91,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	91,000 00
Total number of stockholders,	2
Number of stockholders in Massachusetts,	2
Amount of stock held in Massachusetts,	\$91,000 00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Revere Junction to Saugus River Junction, Mass.,	3.34 miles.
Main line of road in Massachusetts,	3.34 "
Double track on main line,	2.49 "
Same in Massachusetts,	2.49 "
Total road belonging to this company,	3.34 "
Sidings and other tracks not before enumerated, . . . . .	.50 mile.
Same in Massachusetts, . . . . .	.50 mile.
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	6.33 miles.
Same in Massachusetts,	6.33 "
Total length of tracks laid with steel rails,	6.29 "
[Weights per yard, 58 and 67 pounds.]	

* This road was built by the Eastern Railroad Company at a cost of \$38,300, and was paid for by the issue of 383 shares of its (Chelsea Beach Railroad) capital stock at par; the road was subsequently extended by the Boston & Maine Railroad, at a cost of \$52,700, and was paid for by the issue of 527 shares of its (Chelsea Beach Railroad) capital stock at par. The road was purchased by the Boston & Maine Railroad, under authority of chapter 308 of the Acts of 1891 of the Commonwealth of Massachusetts. Deed of sale dated June 15, 1892.

GENERAL INFORMATION.

Highway and Railroad Crossings in Massachusetts on Miles of Road owned.

Number of crossings of highways over railroad,	1
Number of highway bridges less than 18 feet above track, . .	1
Height of lowest bridge above the rail,	14 ft. 8 in.
Number of crossings at which gates or flagman are maintained,	2

NAME AND RESIDENCE OF OFFICERS.

Frank Jones, *President*, Portsmouth, N. H. Wm. J. Hobbs, *Auditor*, Malden, Mass. Amos Blanchard, *Treasurer*, Andover, Mass. Sigourney Butler, *Clerk of Corporation*, Quincy, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Frank Jones, Portsmouth, N. H. Samuel C. Lawrence, Medford, Mass. Charles A. Sinclair, Portsmouth, N. H.

PROPER ADDRESS OF THE COMPANY.

CHELSEA BEACH RAILROAD COMPANY,

BOSTON, MASS.

FRANK JONES,
SAMUEL C. LAWRENCE,
Directors.
AMOS BLANCHARD,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. July 27, 1892. Then personally appeared Frank Jones, Samuel C. Lawrence and Amos Blanchard, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SIGOURNEY BUTLER,
Justice of the Peace.

REPORT
OF THE
CONNECTICUT RIVER RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

INCOME ACCOUNT. <i>General Exhibit for the Year.</i>	
Gross earnings from operation,	\$1,175,563 96
Less operating expenses,	924,358 50
INCOME FROM OPERATION,	\$251,205 46
Dividends on stocks owned:	
Vermont Valley Railroad Company of 1871,	\$10,750 00
Miscellaneous income, less expenses:	
Interest,	19,090 33
Rents,	7,528 70
Income from other sources,	37,369 03
TOTAL INCOME,	\$288,574 49
Deductions from income:	
Interest and discount on interest-bearing current liabilities,	\$19,874 13
Taxes,	62,055 68
Total deductions from income,	81,929 81
NET INCOME,	\$206,644 68
Dividends declared (8 per cent. on common stock),	\$206,400 00
TOTAL,	\$206,400 00
Surplus for year ending June 30, 1892,	244 68
Balance Profit and Loss Account June 30, 1891 (surplus),	1,029,984 89
TOTAL PROFIT AND LOSS ACCOUNT (SURPLUS),	1,030,229 57
Deduct: sundry vouchers,	25,971 59
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),	1,004,257 98

EARNINGS FROM OPERATION.			
ITEMS.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger revenue,	\$539,259 28		
Less repayments:			
Tickets redeemed,		\$614 51	
Excess fares refunded,		4,963 75	
Other repayments,		3,602 24	
Total deductions,		\$9,180 50	
TOTAL PASSENGER REVENUE,			\$495,745 34

EARNINGS FROM OPERATION — Concluded.

ITEMS.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Mail, . . . . .	. . . . .	. . . . .	\$15,830 40
Express, . . . . .	. . . . .	. . . . .	18,503 04
TOTAL PASSENGER EARNINGS, . . . . .	. . . . .	. . . . .	\$530,078 78
Freight:			
Freight revenue,	\$642,744 57		
Less repayments:			
Overcharge to shippers, . . . . .	. . . . .	\$3,605 80	
Other repayments, . . . . .	. . . . .	7,698 85	
Total deductions, . . . . .	. . . . .	\$11,304 65	
TOTAL FREIGHT REVENUE, . . . . .	. . . . .	. . . . .	631,439 92
TOTAL FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	631,439 92
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$1,161,518 70
Other earnings from operation:			
Car mileage, balance, . . . . .	. . . . .	. . . . .	\$9,645 21
Rents from tracks, yards and terminals, . . . . .	. . . . .	. . . . .	4,400 00
TOTAL OTHER EARNINGS, . . . . .	. . . . .	. . . . .	14,045 26
TOTAL GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$1,175,563 96

OPERATING EXPENSES

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	Total.
Maintenance of way and structures:			
Repairs of roadway,	\$151,120 83	\$51,807 64	\$202,928 47
Renewals of rails,	14,294 67	4,900 54	19,195 21
Renewals of ties,	23,952 69	8,211 52	32,164 21
Repairs of bridges and culverts,	9,024 78	3,093 90	12,118 68
Repairs of fences, road-crossings, signs and cattle guards,	5,093 23	1,746 07	6,839 30
Repairs of buildings,	20,138 76	6,904 02	27,042 78
TOTAL,	\$223,624 96	\$76,663 69	\$300,288 65
Maintenance of equipment:			
Repairs and renewals of locomotives,	\$32,501 73	\$11,142 33	\$43,644 06
Repairs and renewals of passenger cars,	73,599 53	-	73,599 53
Repairs and renewals of freight cars,	-	33,668 25	33,668 25
TOTAL,	\$106,101 26	\$44,810 58	\$150,911 84
Conducting transportation:			
Wages of engineers, firemen and roundhouse- men,	\$42,348 65	\$14,518 08	\$56,866 73
Fuel for locomotives,	75,722 09	25,959 24	101,681 33
Water supplies for locomotives,	3,150 32	1,080 00	4,230 32
All other supplies for locomotives,	3,940 50	1,350 89	5,291 39
Wages of other trainmen,	35,639 07	35,138 92	70,777 99
All other train supplies,	1,501 40	908 42	2,409 82
Expense of telegraph, including train despatch- ers and operators,	1,896 88	650 30	2,547 18
Wages of station agents, clerks and laborers,	78,057 99	26,760 05	104,818 04
Station supplies,	3,283 74	1,125 94	4,409 48
Car mileage—balances (credit),	-	428 79	428 79
Loss and damage,	3,582 60	1,228 20	4,810 80
Injuries to persons,	9,674 26	3,316 56	12,990 82
TOTAL,	\$258,797 50	\$111,607 61	\$370,405 11

* See foot-note, page 91.

OPERATING EXPENSES — Concluded.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	Total.
General expenses :			
Salaries of officers,	\$16,830 79	\$5,769 97	\$22,600 76
Salaries of clerks,	9,342 11	3,202 69	12,544 80
General office expenses and supplies, {			
Agencies, including salaries and rent, }	1,446 54	295 91	1,942 45
Insurance,	1,862 15	638 39	2,500 54
Rents for tracks, yards and terminals,	46,665 33	-	46,665 33
Legal expenses,	1,471 49	504 46	1,975 95
Stationery and printing,	7,104 42	2,435 55	9,539 97
Other general expenses,	3,710 91	1,272 19	4,983 10
TOTAL,	\$88,433 74	\$14,319 16	\$102,752 90
Recapitulation of expenses :			
Maintenance of way and structures,	\$223,624 96	\$76,663 69	\$300,288 65
Maintenance of equipment,	106,101 26	44,810 58	150,911 84
Conducting transportation,	258,797 50	111,607 61	370,405 11
General expenses,	89,433 74	14,319 16	102,752 90
GRAND TOTAL,	\$676,957 46	\$247,401 04	\$924,358 50
Percentage of operating expenses to earnings, . . . . .	. . . . .	. . . . .	78.63

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$5,569 97
Bridging,	8,250 00
Lands, land damages and fences,	7,166 76
Engine-houses, car sheds and turn-tables,	7,691 13
TOTAL FOR CONSTRUCTION,	\$73,677 86
Locomotives (number, 2),	17,419 00
Passenger, mail and baggage cars (number, 8),	36,130 50
TOTAL FOR EQUIPMENT,	\$53,549 50
Other expenditures charged to property account:	
Stock of Vermont Valley Railroad Company of 1871,	307,000 00
TOTAL CHARGES TO PROPERTY ACCOUNTS,	\$434,227 36
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Reduction of construction and equipment accounts,	178,300 38
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	255,926 98

General Balance Sheet June 30, 1892.

DR.	
Cost of road,	\$2,970,987 53
Cost of equipment,	426,527 66
Stock of Vermont Valley R R. Company of 1871,	492,510 00
TOTAL PERMANENT INVESTMENTS,	\$3,890,025 19

* The items in these columns which are not directly chargeable to either passenger or freight business are to be apportioned between the two on the basis of train mileage as prescribed by the Interstate Commerce Commission. The result, therefore, is not accurate, but only approximate, and this fact must be borne in mind in drawing conclusions therefrom.

Cash,	\$28,418 07	
Bills receivable,	91,617 79	
Due from agents,	67,166 24	
Due from solvent companies and other individuals,	412,443 45	
TOTAL CASH AND CURRENT ASSETS,		\$599,645 55
Other assets :		
Materials and supplies,	\$180,450 02	
TOTAL OTHER ASSETS,		180,450 02
TOTAL,		\$4,670,120 76
Cr.		
Capital stock,		\$2,580,000 00
Current liabilities :		
Loans and bills payable,	\$876,200 00	
Audited vouchers and accounts,	120,512 82	
Net traffic balances due to other companies,	37,549 96	
Dividends not called for,	51,600 00	
TOTAL CURRENT LIABILITIES,		1,085,862 78
Profit and Loss balance,		1,004,257 98
TOTAL,		\$4,670,120 76

Contingent Liabilities.

PRESENT OR CURRENT LIABILITIES NOT INCLUDED IN THE BALANCE SHEET.

Bonds guaranteed by this company or a lien on its road, viz.:
Interest guaranteed on \$80,000 of stock of the Vermont Valley Railroad Company of 1871.

CAPITAL STOCK.

Capital stock authorized by charter,	\$2,670,000 00	
Capital stock authorized by votes of company,	2,580,000 00	
Capital stock issued (number of shares, 25,800); amount paid in,		\$2,580,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		2,580,000 00
Total number of stockholders,	974	
Number of stockholders in Massachusetts,	782	
Amount of stock held in Massachusetts,	\$2,038,700 00	

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger traffic :

Number of passengers carried earning revenue,	2,237,882
Number of passengers carried one mile,	23,262,559
Average distance carried,	10.39 miles.
Total passenger revenue,	\$495,745 34
Average amount received from each passenger,	22 152 cents.
Average receipts per passenger per mile,	2.131 "
Estimated cost of carrying each passenger one mile,*	2.911 "
Passenger earnings per mile of road,	\$6,638,431 81
Passenger earnings per train mile,	\$1 09.892

* See note under "Operating Expenses."

Freight traffic :		
Number of tons carried of freight earning revenue,	1,329,612	
Number of tons carried one mile,	26,072,026	
Average distance haul of one ton,	19.61 miles.	
Total freight revenue,	\$631,439 92	
Average amount received for each ton of freight,	47.491 cents.	
Average receipts per ton per mile,	2.422 "	
Estimated cost of carrying one ton one mile,* . . . . .	.949 "	
Freight earnings per mile of road,	\$7,907,826 17	
Freight earnings per train mile,	\$3 81.798	
Train mileage :		
Miles run by passenger trains,	482,364	
Miles run by freight trains,	165,386	
Total mileage trains earning revenue,	647,750	
Miles run by switching trains,	219,455	
Miles run by construction and other trains,	11,944	
Total train mileage,	879,149	
Average number of loaded cars in train,	43	
Average number of tons of freight in train,	642	
Average number of tons of freight in each loaded car,	15	
Average number of persons employed,	775	
Rates of fare :		
Average rate of fare per mile received for local tickets,	2.056 cents.	
Average rate of fare per mile received for mileage tickets,	2.039 "	
Average rate of fare per mile received for season tickets, . . . . .	.853 "	
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies,	2.343 "	
Rates of freight :		
Average rate per ton per mile received from freight way-billed local,	3.051 "	
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies,	2.224 "	
DESCRIPTION OF ROAD OWNED.		
Main line of road from Springfield, Mass., to Keene, N. H.,	74 miles.	
Main line of road in Massachusetts,	50.075 "	
Main line of road in Vermont, . . . . .	.71 "	
Main line of road in New Hampshire,	23.2142 "	
Double track on main line,	36 "	
Same in Massachusetts,	36 "	
Branches owned by company, viz. :		
Chicopee to Chicopee Falls, Mass. (single track),	2.35 "	
Mount Tom to Easthampton, Mass. (single track),	3.50 "	
Total length of branches owned by company,	5.85 "	
Total length of branches owned by company in Massachusetts,	5.85 "	
Total road belonging to this company,	79.85 "	
Sidings and other tracks not before enumerated,	54 1986 "	
Same in Massachusetts,	48 9253 "	
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	170.0485 "	
Same in Massachusetts,	140.8510 "	
Total length of tracks laid with steel rails,	162.6040 "	
[Weights per yard, 56, 66, 70 and 72 pounds.]		
Total miles of road operated by this company,	79.85 "	
Total miles of road operated by this company in Massachusetts,	55.9257 "	
Number of stations in Massachusetts on all roads operated by this company,	19	
Number of telegraph offices in same,	14	
Number of stations on all roads owned by this company,	26	
Same in Massachusetts,	19	

* See note under "Operating Expenses."

DESCRIPTION OF EQUIPMENT.

	Number Owned.	Total Number.	Maximum Weight.	Average Weight.	Number Equipped with Train Brake.	Number Equipped with Driving-Wheel Brake.	Number Equipped with Patent Coupler.
Locomotives:							
Passenger,	22	22	162,450	69,108	22	14	-
Freight,	15	15	192,200	87,217	2	13	-
Other,	10	10	90,200	55,652	-	9	-
TOTAL,	47	47	-	-	24	36	-
Passenger cars,	43	43	51,400	42,956	43	-	43
Combination cars,	18	18	51,400	42,956	18	-	18
Baggage, mail and express cars, . .	3	3	44,443	44,443	3	-	3
TOTAL,	64	64	-	-	64	-	64
Box freight cars (basis of 8 wheels), .	266	266	21,000	21,000	-	-	-
Stock freight cars (basis of 8 wheels),	3	3	21,000	21,000	-	-	-
Flat freight cars (basis of 8 wheels), .	281	281	17,000	17,000	-	-	-
Other freight cars (basis of 8 wheels),	2	2	21,000	21,000	-	-	-
TOTAL,	552	552	-	-	-	-	-
Cars in company's service:							
Gravel cars,	44	44	-	-	-	-	-
Derrick cars,	1	1	-	-	-	-	-
Caboose cars,	5	5	-	-	-	-	-
Other road cars,	1	1	-	-	-	-	-
TOTAL,	51	51	-	-	-	-	-

Number of cars in passenger equipment with 8 wheels fitted with
brakes for all wheels, 64

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	2	1	2	1	2	1
Employees,	-	1	2	1	2	2	2	2
Others, .	-	-	7	7	7	7	7	7

ACCIDENTS ON THE CONNECTICUT RIVER RAILROAD FROM JULY 1, 1891,
TO JUNE 30, 1892.

July 13, 1891. — Thomas McGrath, thirty years of age, of Northampton, while attempting to drive a double team across the tracks ahead of No. 63 train at the Pleasant Street crossing in Northampton, the team was struck by the engine. McGrath attempted to save himself by jumping from the wagon when it was too late. He fell under the wheels of the locomotive and was instantly killed.

July 13. — Harry O'Connell of Holyoke, seven years old, while attempting to cross the tracks in the freight yard at Holyoke, near the storehouses, was struck by the engine of No. 30 train and one foot cut off at the ankle.

July 29. — Alexander Gagnon's four-year-old daughter had both hands cut off. The child was at play under the cars on a side track, and when the cars were pulled out by a switch engine she endeavored to get out from under the cars, placing both hands on the rail to do so, with the above result. None of the train hands saw the child before the accident.

September 5. — Patrick Shea of Easthampton was a passenger on No. 68 train from Northampton to Mount Tom Junction, where he was to change cars for Easthampton. When the train arrived at Mount Tom Junction the station was called, with the additional warning that passengers for Easthampton must change cars. Shea remained in the car conversing with some friends until the train was in motion. When he attempted to get off the train the brakeman tried to prevent him from doing so, but Shea pushed the brakeman one side and jumped off. He fell beneath the wheels and was instantly killed.

September 11. — John Ingham of Chicopee, seventy-five years of age, while attempting to cross the tracks just south of Willimansett station was struck by the engine of No. 3 train and instantly killed.

September 11. — Frank Smith of Smith's Ferry was a passenger on No. 26 train from Northampton to Smith's Ferry. He remained in the car while the train made its stop at Smith's Ferry station, and after the train had started and moved some distance he went out of the car and jumped off directly in front of the engine of No. 23 train. The latter train was moving slowly at the time of the accident, in order to allow No. 26 train to get away from the station. Smith was struck by the engine of No. 23 train, fell under the wheels, and one leg was cut off below the knee.

September 18. — Eurotas Morton of West Farms, sixty-five years of age, while attempting to drive a team, containing, besides himself, his son William, seventeen years old, and his nephew Charles Atkins, five years old, across the tracks at the crossing just south of the North Hatfield station, the team was struck by the engine of No. 30 train. Eurotas Morton was seriously injured. William Morton and Chas. Atkins were instantly killed.

September 22. — Timothy S. Newell of Gaysville, Vt., brakeman on a switch engine in the Greenfield yard, lost his hold while between the cars pulling coupling pin, fell beneath the wheels, was run over and one leg badly crushed below the knee. He died from the injury two days later.

September 30. — C. Poirier of Stafford Springs, Conn., sitting on the rail, apparently asleep, at a point one-half mile north of Chicopee Centre station on the Chicopee Falls branch, was struck by the engine of No. 89 train and one leg cut off below the knee.

October 19. — Willie J. Reed of West Northfield, Mass., nine years old, while trying to board a moving freight train at the "Burying Ground" crossing, fell under the wheels and both legs were cut off. He died the same afternoon.

November 24. — M. Frawley of Springfield, Mass., while walking between the main track and a side track north of Brightwood station, was struck by a "stake" which was being used in staking cars from the side track, knocked down, and one arm crushed so that it had to be amputated.

December 30. — Wm. Cantlin of Winchester, N. H., while walking on the track south of the arch at Greenfield, Mass., was struck by the engine of No. 30 train, his skull fractured and one arm broken. He died from his injuries in about twenty-five minutes.

Jan. 23, 1892. — Rudolphe Badlargeon of Holyoke, walking on the track one hundred feet north of Whiting crossing, was struck by the engine of No. 22 train and received two bad scalp wounds.

February 26. — Chas. Dawes, brakeman on No. 28 freight train, was instantly killed by falling between the cars from the top of a box car when the train was passing Laurel Park station.

April 1. — W. C. Gould of Northampton, while climbing over the cars attached to a switch engine in the Northampton yard, had his heel pinched between the draw-bars; no bones broken.

April 19. — Geo. Sanford of Greenfield was walking on the track in the Greenfield freight yard. As No. 27 train was passing him he started towards it, and when going across the track next to the train he caught his foot in some manner and pitched forward against the train. As he fell to the ground his left arm was thrown across the rail and run over at the wrist. The arm was afterwards amputated below the elbow.

April 21. — Joseph Le Febre of Holyoke, Mass., was struck by No. 20 train about twenty-five rods south of the saw-mill above Holyoke, and his head cut open. He died from his injuries about 11 P.M. the same day.

June 1. — Elliot D. Shaw of Holyoke was a passenger on No. 19 train from Holyoke to Northampton. As the train was passing through the Northampton yard Shaw went out and stood on the step in readiness to jump off as the train entered the station. Owing to a misplaced switch, the switch engine in the Northampton yard backed several freight cars against the side of No. 19 train and knocked Shaw from his position on the step. He fell under the wheels and his left leg was cut off. He died from his injury the next day.

June 27. — M. J. Slattery, brakeman on Holyoke switch train, had leg broken by jumping from the top of a freight car. The car he was on was derailed, and he jumped to the ground.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	49
Number of crossings of highways over railroad,	6
Number of crossings of highways under railroad,	6
Number of highway bridges 18 feet above track,	6
Height of lowest bridge above the rail,	18 feet.
Number of crossings at which gates or flagman are maintained,	10
Number of crossings at which electric signals are maintained,	7
Number of crossings at which there are neither signals nor flagman,	32
Number of railroad crossings over other railroads (specifying each),	3
One at Holyoke. One at Deerfield. One at Cheapside.	
<i>Bridges on Roads operated in Massachusetts.</i>	
Total amount expended for repairs and renewals of bridges,	\$12,118 68
For repairs,	\$5,327 92
For charged operating expense from construction account,	6,790 76

NAME AND RESIDENCE OF OFFICERS.

J. Mulligan, *President*, Springfield, Mass. W. H. Wilson, *Auditor*, Springfield, Mass. H. F. Sampson, *Superintendent*, Springfield, Mass. H. E. Howard, *Freight Traffic Manager*, Springfield, Mass. E. C. Watson, *General Ticket Agent*, Springfield, Mass. Seth Hunt, *Treasurer and Clerk of Corporation*, Springfield, Mass. Geo. E. Frink, *Assistant Treasurer*, Springfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. Mulligan, Springfield, Mass. Oscar Edwards, Northampton, Mass. Chas S. Sargent, Brookline, Mass. *A. B. Harris, Boston, Mass. William Whiting, Holyoke, Mass. Jas. A. Rumrill, Springfield, Mass. Frederick H. Harris, Springfield, Mass. J. H. Albin, Concord, N. H. E. F. Lane, Keene, N. H. Jas. H. Williams, Bellows Falls, Vt.

PROPER ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,
SPRINGFIELD, HAMPDEN COUNTY, MASS.

J. MULLIGAN,
F. H. HARRIS,
J. A. RUMRILL,
OSCAR EDWARDS,
Directors.
H. F. SAMPSON,
Superintendent.
SETH HUNT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. SPRINGFIELD, Sept. 2, 1892. Then personally appeared J. Mulligan, F. H. Harris, J. A. Rumrill, Oscar Edwards, H. F. Sampson and Seth Hunt, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE E. FRINK,
Justice of the Peace.

* Died Feb. 9, 1892.

REPORT
OF THE
DANVERS RAILROAD,
FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Boston & Maine Railroad. Its operations are included in the report of that road, its business being so intimately connected that separate accounts have not been kept.]

General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$239,678 15
TOTAL,	\$239,678 15
CR.	
Capital stock,	\$67,500 00
Funded debt,	125,000 00
Audited vouchers and accounts (due Boston & Maine R.R.), .	25,000 00
Profit and Loss balance,	22,178 15
TOTAL,	\$239,678 15

CAPITAL STOCK.	
Capital stock authorized by charter,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
Capital stock issued (number of shares, 183); amount paid in,	\$58,300 00
Capital stock paid on shares not issued,	9,200 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	67,500 00
Total number of stockholders,	46
Number of stockholders in Massachusetts,	43
Amount of stock held in Massachusetts,	\$32,600 00

FUNDED DEBT.	
Funded debt, as follows:	
Bonds due March 1, 1875, rate of interest 6 per cent.,	\$125,000 00

DESCRIPTION OF ROAD OWNED.	
Main line of road from Wakefield Junction, Mass., to Danvers, Mass.,	9.259 miles.
Main line of road in Massachusetts,	9.259 "
Total road belonging to this company,	9.259 "
Sidings and other tracks not before enumerated, . . . . .	.938 "
Same in Massachusetts, . . . . .	.938 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	10 197 "
Same in Massachusetts,	10.197 "
Total length of tracks laid with steel rails,	9.694 "
[Weights per yard, 60 pounds.]	

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	20
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	2
Number of highway bridges less than 18 feet above track, . .	1
Height of lowest bridge above the rail,	15 ft. 1½ in.
Number of crossings at which gates or flagman are maintained,	10
Number of crossings at which there are neither signals nor flagman,	10
Number of railroad crossings at grade (specifying each), . .	2
Southern division Boston & Maine Railroad at West Peabody.	
Eastern division Boston & Maine Railroad at Danvers.	

NAME AND RESIDENCE OF OFFICERS.

Frank Jones, *President*, Portsmouth, N. H. Wm. J. Hobbs, *Auditor*, Malden, Mass. Amos Blanchard, *Treasurer*, Andover, Mass. Sigourney Butler, *Clerk of Corporation*, Quincy, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Frank Jones, Portsmouth, N. H. Samuel C. Lawrence, Medford, Mass. Amos Paul, South Newmarket, N. H. Richard Olney, Boston, Mass. Jos. S. Ricker, Deering, Me. Asa P. Potter, Boston, Mass. *Jas. T. Furber, Great Falls, N. H.

PROPER ADDRESS OF THE COMPANY.

DANVERS RAILROAD,

BOSTON, MASS.

FRANK JONES,
J. S. RICKER,
RICHARD OLNEY,
SAMUEL C. LAWRENCE,
Directors.
AMOS BLANCHARD,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. July 27, 1892. Then personally appeared Frank Jones, Joseph S. Ricker, Richard Olney, Samuel C. Lawrence and Amos Blanchard, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SIGOURNEY BUTLER,
Justice of the Peace.

* Deceased.

REPORT
OF THE
FALL RIVER RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Old Colony Railroad Company.]

INCOME ACCOUNT. <i>General Exhibit for the Year.</i>		
Income from lease of road,	\$17,223 45	
TOTAL INCOME,		\$17,223 45
Interest on funded debt accrued,	\$10,000 00	
Taxes,	447 18	
TOTAL DEDUCTIONS,		10,447 18
NET INCOME,		6,776 27
Surplus for year ending June 30, 1892,		6,776 27
Balance Profit and Loss Account June 30, 1891 (surplus),		1,356 21
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),		8,132 48
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Passenger and freight stations, wood sheds and water-stations,		\$2,500 00
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,		2,500 00
General Balance Sheet June 30, 1892.		
DR.		
Cost of road,		\$446,332 29
TOTAL,		\$446,332 29
CR.		
Capital stock,		\$200,000 00
Funded debt,		200,000 00
Current liabilities:		
Loans and bills payable,	\$37,096 24	
Audited vouchers and accounts,	1,103 57	
TOTAL CURRENT LIABILITIES,		38,199 81
Profit and Loss balance,		8,132 48
TOTAL,		\$446,332 29

CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$200,000 00
Capital stock authorized by votes of company, . . .	200,000 00
Capital stock issued (number of shares, 2,000) ; amount paid in,	\$200,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	200,000 00
Total number of stockholders,	24
Number of stockholders in Massachusetts,	22
Amount of stock held in Massachusetts,	\$194,900 00
FUNDED DEBT.	
Funded debt, as follows :	
First mortgage bonds due April 1, 1895, rate of interest 5 per cent.,	\$200,000 00
Interest paid on same during year,	\$10,000 00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Fall River to New Bedford, Mass.,	12.25 miles.
Main line of road in Massachusetts,	12.25 "
Total road belonging to this company,	12.25 "
Sidings and other tracks not before enumerated,	1.54 "
Same in Massachusetts,	1.54 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	13.79 "
Same in Massachusetts,	13.79 "
Total length of tracks laid with steel rails,	12 54 "
[Weights per yard, 56 pounds.]	
GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	9
Number of crossings of highways over railroad,	1
Number of highway bridges less than 18 feet above track,	1
Height of lowest bridge above the rail,	17 ft. 4 in.
Number of crossings at which there are neither signals nor flagman,	9

NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. John M. Washburn, *Treasurer*, Boston, Mass. William Rotch, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. Frederick L. Ames, North Easton, Mass. J. A. Beauvais, New Bedford, Mass. H. A. Blood, Fitchburg, Mass. John S. Brayton, Fall River, Mass. William Rotch, Boston, Mass. Morgan Rotch, New Bedford, Mass.

PROPER ADDRESS OF THE COMPANY.

FALL RIVER RAILROAD COMPANY,

Box 379, BOSTON, MASS.

CHARLES F. CHOATE,

FREDK. L. AMES,

H. A. BLOOD,

JOHN S. BRAYTON,

Directors.

J. R. KENDRICK,

General Manager.

JOHN M. WASHBURN,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. August 26, 1892. Then personally appeared Charles F. Choate, Fredk. L. Ames, H. A. Blood, John S. Brayton, J. R. Kendrick and John M. Washburn, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,

Justice of the Peace.

REPORT
OF THE
FALL RIVER, WARREN & PROVIDENCE RAILROAD
COMPANY,

FOR THE TEN MONTHS ENDING APRIL 30, 1892.

[This road was operated during the ten months to May 1, 1892, by the Trustees of the Bondholders and was then sold under foreclosure. Since this date the operations are included in the return of the Old Colony Railroad Company.]

INCOME ACCOUNT.		
General Exhibit for the Year.		
Gross earnings from operation,	\$31,182 54	
Less operating expenses,	11,577 78	
TOTAL INCOME,		\$19,604 76
Deductions from income:		
Interest on funded debt paid during year,	\$19,259 43	
Taxes,	345 33	
Total deductions from income,		19,604 76
Balance Profit and Loss Account June 30, 1891 (deficit),		138,963 44
TOTAL PROFIT AND LOSS ACCOUNT (DEFICIT),		138,963 44
Add: Payment on account of overdue interest,	\$44,460 96	
Deduct: Receipts from sale of road and assets in excess of the construction account,	33,424 40	
		11,036 56
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (DEFICIT),		150,000 00
EARNINGS FROM OPERATION.		
Passenger:		
Passenger revenue,	\$21,185 22	
Mail,	742 44	
Express,	1,250 00	
TOTAL PASSENGER EARNINGS,		\$23,177 66
Freight:		
Freight revenue,	7,954 88	
TOTAL PASSENGER AND FREIGHT EARNINGS,		\$31,182 54
Other earnings from operation:		
Rents from tracks, yards and terminals,	50 00	
TOTAL GROSS EARNINGS FROM OPERATION,		\$31,182 54

OPERATING EXPENSES.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	TOTAL.
Maintenance of way and structures :			
Repairs of roadway,	\$1,668 45	\$266 66	\$1,935 11
Repairs of bridges and culverts,	194 00	31 00	225 00
Repairs of fences, road-crossings, signs and cattle guards,	129 67	20 73	150 40
Repairs of buildings,	15 83	2 53	18 36
TOTAL,	\$2,007 95	\$320 92	\$2,328 87
Conducting transportation :			
Wages of enginemen, firemen and roundhouse- men,	\$703 30	\$112 40	\$815 70
Fuel for locomotives,	1,054 04	168 61	1,223 55
All other supplies for locomotives,	15 40	2 46	17 86
Wages of other trainmen,	1,949 89	311 64	2,261 53
Wages of switchmen, flagmen and watchmen,	744 07	118 93	863 00
Wages of station agents, clerks and laborers,	646 65	103 35	750 00
Locomotive mileage,	586 07	93 68	679 75
Car mileage—balances,	987 26	166 04	1,153 30
Loss and damage,	142 26	22 74	165 00
TOTAL,	\$6,829 84	\$1,099 85	\$7,929 69
General expenses :			
Legal expenses,	\$725 15	\$115 90	\$841 05
Other general expenses,	412 28	65 89	478 17
TOTAL,	\$1,137 43	\$181 79	\$1,319 22
Recapitulation of expenses :			
Maintenance of way and structures,	\$2,007 95	\$320 92	\$2,328 87
Conducting transportation,	6,829 84	1,099 85	7,929 69
General expenses,	1,137 43	181 79	1,319 22
GRAND TOTAL,	\$9,975 22	\$1,602 56	\$11,577 78
Percentage of operating expenses to earnings, . . . . .	. . . . .	. . . . .	37.13

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger traffic :	
Number of passengers carried earning revenue,	196,566
Number of passengers carried one mile,	1,101,293
Average distance carried,	5 60 miles.
Total passenger revenue.	\$21,185 22
Average amount received from each passenger,	10 778 cents.
Average receipts per passenger per mile,	1.924 “
Estimated cost of carrying each passenger one mile,* . . . . .	.906 “
Passenger earnings per mile of road,	\$3,656 41
Passenger earnings per train mile,	\$1 .095
Freight traffic :	
Number of tons carried of freight earning revenue,	23,523
Number of tons carried one mile,	135,081
Average distance haul of one ton,	5.79 miles.
Total freight revenue,	\$7,954 88
Average amount received for each ton of freight,	33 817 cents.
Average receipts per ton per mile,	5 888 “
Estimated cost of carrying one ton one mile,*	1.187 “
Freight earnings per mile of road,	\$1,373 09
Freight earnings per train mile,	\$2 46 970

* The items in these columns which are not directly chargeable to either passenger or freight business are to be apportioned between the two on the basis of train mileage as prescribed by the Interstate Commerce Commission. The result, therefore, is not accurate, but only approximate, and this fact must be borne in mind in drawing conclusions therefrom.

Train mileage :	
Miles run by passenger trains,	20,158
Miles run by freight trains,	3,221
Total mileage trains earning revenue,	23,379
Miles run by switching trains,	280
Miles run by construction and other trains,	94
Total train mileage,	23,753
Mileage of loaded freight cars,	25,768
Mileage of empty freight cars,	6,442
Average number of freight cars in train,	10
Average number of loaded cars in train,	8
Average number of empty cars in train,	2
Average number of tons of freight in train,	41 94
Average number of tons of freight in each loaded car,	5 24
Average number of persons employed,	14
Rates of fare :	
Average rate of fare per mile received for local tickets,	3.12 cents.
Average rate of fare per mile received for mileage tickets,	2 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies,	1.894 "
Rates of freight :	
Average rate per ton per mile received from freight way-billed local,	34.342 "
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies,	5.846 "

NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. James R. Kendrick, *General Manager*, Boston, Mass. John M. Washburn, *Treasurer*, Boston, Mass. John S. Brayton, *Clerk of Corporation*, Fall River, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. Frederick L. Ames, North Easton, Mass. John S. Brayton, Fall River, Mass. Thomas J. Borden, Fall River, Mass. Thomas Dunn, Newport, R. I.

PROPER ADDRESS OF THE COMPANY.

FALL RIVER, WARREN & PROVIDENCE RAILROAD COMPANY.
Box 379, BOSTON, MASS.

CHARLES F. CHOATE,
JOHN S. BRAYTON,
THOS. J. BORDEN,
THOS. DUNN,
FREDK. L. AMES,
Directors.
J. R. KENDRICK,
General Manager.
JOHN M. WASHBURN,
Treasurer and Trustee for Bondholders.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Aug. 26, 1892. Then personally appeared Charles F. Choate, John S. Brayton, Thomas J. Borden, Thomas Dunn, Fredk. L. Ames, J. R. Kendrick and John M. Washburn, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,
Justice of the Peace.

REPORT
OF THE
FITCHBURG RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

INCOME ACCOUNT.	
<i>General Exhibit for the Year.</i>	
Gross earnings from operation,	\$7,346,086 80
Less operating expenses,	5,112,697 11
Income from operation,	\$2,233,389 69
Interest on bonds owned (B., B. & G. Railroad bonds),	2,718 00
TOTAL INCOME,	2,236,107 69
Deductions from income:	
Interest on funded debt accrued during year,	\$945,270 78
Interest and discount on interest-bearing current liabilities,	18,792 87
Taxes,	224,081 39
Rentals:	
Vermont & Massachusetts Railroad,	\$244,580 00
Troy & Bennington Railroad,	15,400 00
Monadnock Railroad,	1,000 00
	\$260,980 00
TOTAL DEDUCTIONS FROM INCOME,	1,449,125 04
NET INCOME,	\$786,982 65
Dividends declared (4 per cent.) on preferred stock,	\$649,237 60
TOTAL,	649,237 60
Surplus for year ending June 30, 1892 (carried to improvement fund),	137,745 05
Balance Profit and Loss Account June 30, 1891 (surplus),	273,197 11
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),	273,197 11

EARNINGS FROM OPERATION.

ITEMS.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger revenue,	\$2,122,345 10		
Less repayments:			
Tickets redeemed, . . . . .	. . . . .	\$18,190 95	
TOTAL PASSENGER REVENUE, . . . . .	. . . . .	. . . . .	\$2,104,154 15
Mail,	\$65,226 16		
Express,	159,420 00		
Other items,	40,385 68		
			265,031 84
TOTAL PASSENGER EARNINGS, . . . . .	. . . . .	. . . . .	\$2,369,185 99
Freight:			
Freight revenue,	\$4,743,346 65		
Less repayments:			
Overcharge to shippers, . . . . .	. . . . .	\$152,338 43	
TOTAL FREIGHT REVENUE, . . . . .	. . . . .	. . . . .	\$4,591,008 22
Other items, . . . . .	. . . . .	. . . . .	75,164 55
TOTAL FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$4,666,172 77
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	7,035,358 76
Other earnings from operation:			
Rents from tracks, yards and terminals,	\$7,500 00		
Rentals not otherwise provided for,	53,467 25		
Other sources,	59,259 66		
Elevators, wharves, etc.,	190,501 13		
TOTAL OTHER EARNINGS, . . . . .	. . . . .	. . . . .	310,728 04
TOTAL GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$7,346,086 80

OPERATING EXPENSES.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	Total.
Maintenance of way and structures:			
Repairs of roadway,	\$181,420 89	\$280,578 60	\$461,999 49
Renewals of rails,	40,378 26	59,780 98	100,159 24
Renewals of ties,	52,027 83	80,483 73	132,511 56
Repairs of bridges and culverts,	15,949 82	24,601 64	40,551 46
Repairs of fences, road-crossings, signs and cattle guards,	10,771 64	16,679 89	27,451 53
Repairs of buildings,	50,518 77	73,745 18	124,263 95
Repairs of docks and wharves,	1,228 34	1,820 72	3,049 06
Repairs of telegraph,	836 59	1,296 59	2,133 18
TOTAL,	\$353,132 14	\$538,987 33	\$892,119 47
Maintenance of equipment:			
Repairs and renewals of locomotives,	\$119,424 30	\$188,550 48	\$307,974 78
Repairs and renewals of passenger cars,	75,617 68	-	75,617 68
Repairs and renewals of freight cars,	-	317,694 85	317,694 85
Shop machinery, tools, etc.,	11,175 28	17,459 22	28,634 50
TOTAL,	\$206,217 26	\$523,704 55	\$729,921 81
Conducting transportation:			
Wages of enginemen, firemen and roundhouse- men,	\$192,973 15	\$377,821 50	\$570,794 65
Fuel for locomotives,	264,621 86	467,463 92	732,085 78

* See foot-note, page 109.

OPERATING EXPENSES—Concluded.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	Total.
Conducting transportation— <i>Concluded.</i>			
Water supplies for locomotives,	\$12,208 12	\$19,339 00	\$31,547 12
All other supplies for locomotives,	16,936 96	26,304 35	43,241 31
Wages of other trainmen,	139,243 20	286,501 43	425,744 63
All other train supplies,	17,423 43	31,633 03	49,056 46
Wages of switchmen, flagmen and watchmen,	55,665 93	255,476 25	311,142 18
Expense of telegraph, including train despatch- ers and operators,	26,411 39	41,058 23	67,469 62
Wages of station agents, clerks and laborers,	105,106 30	358,068 49	463,174 79
Station supplies,	21,634 64	11,728 74	33,363 38
Car mileage—balances,	27,181 36	187,586 66	214,768 02
Loss and damage,	6,299 21	34,119 93	40,419 14
Injuries to persons,	10,533 87	19,798 22	30,332 09
TOTAL,	\$896,239 42	\$2,116,899 75	\$3,013,139 17
General expenses:			
Salaries of officers,	\$27,424 12	\$45,810 82	\$73,234 94
Salaries of clerks,	29,854 98	71,211 93	101,066 91
General office expenses and supplies,	8,411 49	13,614 18	22,025 67
Agencies, including salaries and rent,	6,911 09	2,758 85	9,669 94
Advertising,	16,273 79	254 00	16,527 79
Insurance,	5,781 36	20,113 18	25,894 54
Expense of fast freight lines,	—	48,062 87	48,062 87
Expense of traffic associations,	376 68	3,717 47	4,094 15
Expense of stock yards and elevators,	—	101,119 15	101,119 15
Rentals not otherwise provided for,	5,190 12	8,057 96	13,248 08
Legal expenses,	6,603 78	9,812 38	16,416 16
Stationery and printing,	13,154 00	24,722 94	37,876 94
Other general expenses,	3,226 96	5,052 56	8,279 52
TOTAL,	\$123,208 37	\$354,308 29	\$477,516 66
Recapitulation of expenses:			
Maintenance of way and structures,	\$353,132 14	\$538,987 33	\$892,119 47
Maintenance of equipment,	206,217 26	523,704 55	729,921 81
Conducting transportation,	896,239 42	2,116,899 75	3,013,139 17
General expenses,	123,208 37	354,308 29	477,516 66
GRAND TOTAL,	\$1,578,797 19	\$3,533,899 92	\$5,112,697 11
Percentage of operating expenses to earnings, . . . . .	. . . . .	. . . . .	69.597

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Lands, land damages and fences,	\$33,159 53
Passenger and freight stations, wood-sheds and water stations,	5,973 62
Engine-houses, car-sheds and turn-tables,	11,256 79
Purchase of other roads:	
Boston, Hoosac Tunnel & Western Railway,	12,000 00
Cheshire Railroad,	4,120 16
Docks and elevators,	56,666 78
Construction not apportioned,	109,367 23
TOTAL FOR CONSTRUCTION,	232,544 11
Locomotives (number, 2),	15,236 00
Passenger, mail and baggage cars (number, 14),	76,056 48
Freight and other cars (number, 47),	38,811 64
TOTAL FOR EQUIPMENT,	130,104 12
TOTAL CHARGES TO PROPERTY ACCOUNTS,	362,648 23

* The items in these columns which are not directly chargeable to either passenger or freight business are to be apportioned between the two on the basis of train mileage as prescribed by the Interstate Commerce Commission. The result, therefore, is not accurate, but only approximate, and this fact must be borne in mind in drawing conclusions therefrom.

General Balance Sheet June 30, 1892.			
DR.			
Cost of road,		\$37,610,801 89	
Cost of equipment,		3,946,940 47	
Stock of Monadnock Railroad Company,		157,360 00	
Vermont & Massachusetts Railroad improve- ments,		1,544,526 91	
TOTAL PERMANENT INVESTMENTS,			\$43,259,629 27
Cash,		\$452,973 81	
Bills receivable,		178,015 00	
Due from agents,		539,439 21	
Net traffic balance from other companies,		247,854 65	
Due from solvent companies and other indi- viduals,		201,388 39	
Other cash assets,		1,469,406 05	
TOTAL CASH AND CURRENT ASSETS,			3,089,077 11
Other assets:			
Materials and supplies,		\$675,840 35	
TOTAL OTHER ASSETS,			675,840 35
TOTAL,			\$47,024,546 73
CR.			
Capital stock: { Common,		\$7,000,000 00	
Preferred,		16,497,600 00	
TOTAL CAPITAL STOCK,			\$23,497,600 00
Funded debt,			20,821,000 00
Current liabilities:			
Loans and bills payable,		\$650,000 00	
Audited vouchers and accounts,		266,562 33	
Wages and salaries,		118,939 67	
Net traffic balances due to other companies,		374,911 33	
Dividends not called for,		306,635 70	
Matured interest coupons unpaid (including coupons due July 1),		59,232 50	
TOTAL CURRENT LIABILITIES,			1,776,281 53
Accrued liabilities:			
Accrued rentals not yet due,		\$60,895 00	
Accrued interest not yet due,		244,406 50	
Accrued taxes not yet due,		147,660 65	
TOTAL ACCRUED LIABILITIES,			452,962 15
Improvement fund,			203,505 94
Profit and Loss balance,			273,197 11
TOTAL,			\$47,024,546 73
CAPITAL STOCK.			
Capital stock authorized by charter: \$100,000 per mile for double track; \$70,000 per mile for single track; \$3,000,000 terminals at Boston.			
Capital stock authorized by votes of company, \$23,497,600 00			
Capital stock issued (number of shares, 234,976); amount paid in,			\$23,497,600 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,			23,497,600 00

Total number of stockholders,	{ Common, 143 } 5,162	
	{ Preferred, 5,019 }	
Number of stockholders in Massa-	{ Common, 40 } 4,242	
chusetts,	{ Preferred, 4,202 }	
Amount of stock held in Massa-	{ Common, \$5,381,400 00	
chusetts,	{ Preferred, 13,000,200 00	
		\$18,381,600 00

FUNDED DEBT.

Funded debt as follows :		
Fitchburg Railroad Company plain bonds due April 1, 1894,		
rate of interest 7 per cent.,		\$500,000 00
Interest paid on same during year,	\$34,860 00	
Fitchburg Railroad Company plain bonds due Oct. 1, 1897,		
rate of interest 6 per cent.,		500,000 00
Interest paid on same during year,	\$29,850 00	
Fitchburg Railroad Company plain bonds due Oct. 1, 1899,		
rate of interest 5 per cent ,		500,000 00
Interest paid on same during year,	\$25,150 00	
Fitchburg Railroad Company plain bonds due Oct. 1, 1900,		
rate of interest 5 per cent.,		500,000 00
Interest paid on same during year,	\$25,125 00	
Fitchburg Railroad Company plain bonds due Oct. 1, 1901,		
rate of interest 5 per cent.,		500,000 00
Interest paid on same during year,	\$25,100 00	
Fitchburg Railroad Company plain bonds due April 1, 1902,		
rate of interest 5 per cent.,		500,000 00
Interest paid on same during year,	\$25,000 00	
Fitchburg Railroad Company plain bonds due April 1, 1903,		
rate of interest 5 per cent.,		500,000 00
Interest paid on same during year,	\$24,875 00	
Fitchburg Railroad Company plain bonds due March 1, 1904,		
rate of interest 4 per cent.,		500,000 00
Interest paid on same during year,	\$20,020 00	
Fitchburg Railroad Company plain bonds due June 1, 1905,		
rate of interest 4 per cent.,		500,000 00
Interest paid on same during year,	\$19,540 00	
Fitchburg Railroad Company plain bonds due Feb. 1, 1937,		
rate of interest 3½ per cent.,		5,000,000 00
Interest paid on same during year,	\$150,000 00	
Fitchburg Railroad Company plain bonds due April 1, 1907,		
rate of interest 4 per cent.,		1,500,000 00
Interest paid on same during year,	\$60,380 00	
Fitchburg Railroad Company plain bonds due Sept. 1, 1897,		
rate of interest 4½ per cent.,		2,250,000 00
Interest paid on same during year,	\$101,025 00	
Fitchburg Railroad Company plain bonds due May 1, 1908,		
rate of interest 5 per cent.,		2,000,000 00
Interest paid on same during year,	\$100,250 00	
Fitchburg Railroad Company plain bonds due March 1, 1899,		
rate of interest 5 per cent.,		750,000 00
Interest paid on same during year,	\$37,550 00	
Fitchburg Railroad Company plain bonds due June 1, 1900,		
rate of interest 5 per cent ,		500,000 00
Interest paid on same during year,	\$24,050 00	
Fitchburg Railroad Company plain bonds due June 1, 1920,		
rate of interest 4 per cent.,		500,000 00
Interest paid on same during year,	\$19,540 00	
Cheshire Railroad Company plain bonds due July 1, 1896,		
rate of interest 6 per cent.,		250,000 00
Interest paid on same during year,	\$14,850 00	

Funded debt — *Concluded.*

Cheshire Railroad Company plain bonds due July 1, 1898, rate of interest 6 per cent.,	\$550,000 00
Interest paid on same during year,	\$32,595 00
Troy & Boston Railroad first mortgage bonds due July 1, 1924, rate of interest 7 per cent.,	577,000 00
Interest paid on same during year,	\$40,040 00
B., B. & G. Railroad first mortgage bonds due April 1, 1893, rate of interest 5 per cent.,	299,700 00
Interest paid on same during year,	\$14,890 00
B., B. & G. Railroad first mortgage bonds due April 1, 1893, rate of interest 7 per cent.,	91,300 00
Interest paid on same during year,	\$6,282 50
B., B. & G. Railroad second mortgage bonds due July 1, 1895, rate of interest 3 per cent.,	95,700 00
Interest paid on same during year,	\$5,619 00
B., B. & G. Railroad third mortgage bonds due July 1, 1895, rate of interest 6 per cent.,	57,300 00
Interest paid on same during year,	\$3,438 00
H. T. D. & Elevator mortgage note due April 5, 1893, rate of interest $4\frac{1}{4}$ per cent.,	500,000 00
Interest paid on same during year,	\$20,000 00
B., H. T. & W. Railway debentures due Sept. 1, 1913, rate of interest 5 per cent.,	1,400,000 00
Interest paid on same during year,	\$70,000 00
Monadnock Railroad mortgage bonds due July 1, 1897, rate of interest 5 per cent.,	48,000 00
Interest paid on same during year,	\$1,125 00
TOTAL AMOUNT OF FUNDED DEBT,	\$20,869,000 00

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger traffic :

Number of passengers carried earning revenue,	7,342,031
Number of passengers carried one mile,	109,802,633
Average distance carried,	14.97 miles.
Total passenger revenue,	\$2,104,154 15
Average amount received from each passenger,	28.66 cents.
Average receipts per passenger per mile,	1.92 "
Estimated cost of carrying each passenger one mile,*	1.438 "
Passenger earnings per mile of road,	\$4,822 50
Passenger earnings per train mile,	94.67 cents.

Freight traffic :

Number of tons carried of freight earning revenue,	4,570,377
Number of tons carried one mile,	496,160.278
Average distance haul of one ton,	109 miles.
Total freight revenue,	\$4,666,172 77
Average amount received for each ton of freight,	\$1 02
Average receipts per ton per mile, . . . . .	.094 cents.
Estimated cost of carrying one ton one mile,* . . . . .	.712 cents.
Freight earnings per mile of road,	\$10,694 38
Freight earnings per train mile,	\$1 37.52

Train mileage :

Miles run by passenger trains,	2,222,574
Miles run by freight trains,	3,393,162
Total mileage trains earning revenue,	5,615,736
Miles run by switching trains,	1,072,004
Miles run by construction and other trains,	71,065
Total train mileage,	6,758,805
Mileage of loaded freight cars, east,	31,209,885

* See note under " Operating Expenses."

Mileage of loaded freight cars, west,	15,771,588
Mileage of empty freight cars, east,	2,366,087
Mileage of empty freight cars, west,	17,190,224
Average number of persons employed,	5,121
Rates of fare :	
Average rate of fare per mile received for local tickets, .	1.98 cents.
Average rate of fare per mile received for commutation tickets,	1.19 “
Average rate of fare per mile received for mileage tickets, .	2.03 “
Average rate of fare per mile received for season tickets, .	.70 “
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies,	1.98 “
Rates of freight :	
Average rate per ton per mile received from freight way-billed local,	2.50 “
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies, . . . . .	.77 “
Relating to passengers :	
Passengers to Boston (including season),	2,033,514
Passengers from Boston (including season),	2,164,144
Season-ticket passengers to and from Boston,	162,090

DESCRIPTION OF ROAD OWNED.

Main line of road from East Boston to Fitchburg, 50 miles ; Greenfield to Troy, N. Y , and Rotterdam, 145.63 miles ; Ashburnham Junction to Bellows Falls, Vt., 53.62 miles,	249.25 miles.
Main line of road in Massachusetts,	104.81 “
Main line of road in New York,	89.47 “
Main line of road in Vermont,	6.49 “
Main line of road in New Hampshire,	42.81 “
Double track on main line,	98.51 “
Same in Massachusetts,	94 “
Third track on main line,	1.66 “
Same in Massachusetts,	1.66 “
Branches owned by company, viz. :	
Ice track, Boston (double track), . . . . .	.68 “
Watertown branch (single track),	6.60 “
Marlborough branch (single track),	12.42 “
Peterborough and Shirley branch (single track),	23.62 “
Worcester Division (single track),	36 “
Ashburnham branch (single track),	2.59 “
Saratoga and Schuylerville branch (single track),	25.52 “
Monadnock branch (single track),	15.80 “
Total length of branches owned by company,	123.23 “
Total length of branches owned by company in Massachu- setts,	74.48 “
Total length of branches owned by company in New York, .	25.52 “
Total length of branches owned by company in New Hamp- shire,	23.23 “
Double track on branches, . . . . .	.68 “
Same in Massachusetts, . . . . .	.68 “
Total road belonging to this company,	372.48 “
Sidings and other tracks not before enumerated,	217.80 “
Same in Massachusetts,	137.62 “
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	691.13 “
Same in Massachusetts,	413.25 “
Total length of tracks laid with steel rails,	844.43 “
[Weights per yard, 60, 72 and 76 pounds.]	

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract, the Operations of which are included in this Return.

Vermont & Massachusetts Railroad,	56 miles.
Turner's Falls Branch,	2 80 "
Troy & Bennington Branch,	5.04 "
Total length of above roads,	63 84 "
Total length of above roads in Massachusetts,	58 80 "
Total length of above roads in other States (specifying each) :	
New York,	5 04 "
Total miles of road operated by this company,	436.32 "
Total miles of road operated by this company in Massachu- setts,	238.09 "
Number of stations in Massachusetts on all roads operated by this company,	97
Number of telegraph offices in same,	81
Number of stations on all roads owned by this company, . .	120
Same in Massachusetts,	78

DESCRIPTION OF EQUIPMENT.

	Number Owned.	Number Leased.	Total Number.	Number Equipped with Train Brake.	Number Equipped with Driving- Wheel Brake.	Number Equipped with Patent Coup- ler.
Locomotives :						
Passenger,	102	8	110	105	9	1
Freight,	79	-	79	72	81	-
Others,	33	-	33	-	33	-
TOTAL,	214	8	222	177	123	1
Passenger cars,	164	7	171	171	-	171
Combination cars,	31	-	31	31	-	31
Baggage, mail and express cars, . .	48	3	51	51	-	51
Directors' and pay cars,	2	-	2	2	-	2
TOTAL,	245	10	255	255	-	255
Box freight cars (basis of 8 wheels),	3,844	160	4,004	542	-	398
Stock freight cars (basis of 8 wheels),	236	-	236	99	-	54
Coal freight cars (basis of 8 wheels),	653	-	653	-	-	43
Flat freight cars (basis of 8 wheels),	875	-	875	16	-	269
Other freight cars (basis of 8 wheels),	49	-	49	-	-	-
TOTAL,	5,657	160	5,817	657	-	764
Cars in company's service :						
Gravel cars,	174	-	174	-	-	-
Derrick cars,	22	-	22	13	-	2
Caboose cars,	99	-	99	-	-	21
Other road cars,	4	-	4	1	-	-
Boarding cars,	18	-	18	-	-	-
TOTAL,	317	-	317	14	-	23

Number of cars in passenger equipment with 8 wheels fitted with
 brakes for all wheels, 254
Number of 12-wheel cars fitted with brakes for all wheels, 1

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	2	1	2	2	3
Employees,	3	9	12	71	15	80	17	115
Others,	-	1	32	20	32	21	36	31

STATEMENT OF ACCIDENTS ON THE FITCHBURG RAILROAD IN THE STATE OF MASSACHUSETTS FOR THE YEAR ENDING JUNE 30, 1892.

July 2, 1891. — At Cambridge: John Peterson, trespasser, while walking on the track, was struck by an engine and instantly killed.

July 4. — At Concord: John Fahey, trespasser, found lying on the track with both legs cut off. Evidently been run over by some train. Died same day.

July 8. — At Belmont: Gus. Little, while walking on the track was struck by an engine and instantly killed.

July 14. — At Worcester: Mrs. Love, while driving over Bridge Street crossing, was struck by a freight train and slightly injured.

July 25. — At North Adams: John Booth, trespasser, was run over by a switching engine and died from his injuries.

July 27. — At Somerville: David Chambers, about seven years of age, while playing on the track had his foot run over by a freight train. Foot amputated.

August 2. — At Somerville: Gus. Rosenburg, employee of the Boston Dairy Company, was riding on the monitor of a milk car and was struck by an overhead bridge and killed.

August 2. — At Williamstown: E. H. Goodchild, freight brakeman, attempting to board a moving freight train, slipped and the wheels ran over his foot.

August 6. — At Boston: John Grady, trespasser, had his leg cut off by being run over by passenger train.

August 11. — At Charlemont: Edward Keys, freight brakeman, had finger crushed between dead-woods while coupling freight cars.

August 13. — At Lincoln: Don Severance, brakeman, killed, and Dennis Coughlin, brakeman, injured, by rear end collision of freight trains.

August 21. — At Erving: M. Reilly, brakeman, while trying to board a moving freight train fell between the cars and had his ankle crushed.

August 23. — At Weston: Frank Wilson, freight brakeman, was killed by being struck by an overhead bridge.

August 25. — At Fitchburg: Charles Kelley, a cleaner and wiper at engine house, had his leg crushed by being run over by an engine. He died same day.

August 26. — At East Deerfield: James H. Saxton, car sealer, while coupling cars had his fingers badly crushed.

August 26. — At Fitchburg: John Bell, while walking on track was struck by an engine, receiving injuries to his back.

August 27. — At Fitchburg: George R. Nutting, car number taker, while trying to board a moving freight train fell off and was instantly killed.

August 27. — At Concord: Edward Sutton, freight conductor, while trying to climb up the side of a moving freight car fell off and broke his leg.

September 4. — At Somerville: William H. Phillips, trespasser, had his ankle squeezed between the bumpers of a freight car; he was trying to climb over, when the train started.

September 11. — At Erving: Frank Newton, freight brakeman, fell off a freight train and was run over and killed.

September 19. — At Fitchburg: Phillip Wood, freight brakeman, killed by a collision of freight cars.

September 19. — At Acton: John Hannon, while walking on the track, had his foot crushed by being run over by a freight train.

September 20. — At Charlestown: C. Butland, freight brakeman, while coupling freight cars had his leg squeezed between the dead-woods.

September 21. — At North Adams: John Kay, freight brakeman, had his fingers crushed by dead-woods while coupling cars.

September 22. — At Somerville: John Hart, trespasser on the track, was struck and instantly killed by a passenger train.

September 23. — At Fitchburg: Patrick Bergen, freight brakeman, had his hand crushed while coupling freight cars.

September 25. — At Athol: George R. McKay, freight brakeman, was struck by an engine, receiving bad cuts about the head.

September 29. — At Holden: Timothy Lynch, trespasser on track, killed by being run over by freight train.

September 30. — At Somerville: Daniel Lane, trespasser on track, was struck by freight train and instantly killed.

October 1. — At Shirley: George Quint, Fred Miller and Simon Warden were driving over a highway crossing; the carriage was struck by an engine and the three men were instantly killed.

October 5. — At Fitchburg: James Bresnahan, trespasser, attempted to board a moving freight train, fell off, and wheels ran over his body and killed him.

October 6. — At Somerville: S. R. Kneeland, yardmaster, jumped from a moving passenger train; badly bruised about the head and face.

October 7. — At Hudson: George Priest, freight brakeman, while coupling freight cars had his shoulder bone cracked by being caught between the cars.

October 7. — At Waltham: Unknown man, trespasser, jumped off a moving passenger train; fatally injured.

October 7. — At Athol: Maggie O'Laughlin, passenger, jumped from a moving passenger train; slightly injured on the head.

October 8. — At Charlestown: Fred R. Mallow, trespasser, struck by a train and died from the effects of his injuries.

October 9. — At Charlestown: J. O'Connell, freight brakeman, was thrown from the top of a freight car to the ground, in consequence of a collision; both ankles sprained.

October 12. — At Rowe: Henry Morse, laborer, was struck by a freight engine and had his leg broken.

October 12. — At Charlestown: James E. Stott, freight brakeman, fell off freight car, injuring back and leg.

October 13. — At Gardner: D. N. Hutchinson, freight brakeman, had his arm crushed between the dead-woods while coupling freight cars.

October 14. — At Orange: Charles W. Leonard, while driving over a highway crossing, was struck by an engine and killed.

October 14. — At Williamstown: Joseph Inison, freight brakeman, was struck by a freight car, fracturing his ankle.

October 19. — At North Adams: James McCormick, trespasser, was found dead on the track, evidently run over by a night freight.

October 24. — At North Adams: E. A. Caldwell, freight brakeman, while coupling freight cars had his right hand crushed between the dead-woods.

October 30. — At Somerville: John Crimmins, while walking across tracks was struck by an engine, receiving a scalp wound.

October 30. — At Greenfield: W. R. Vinton, fireman, received a fractured patella through the collision of his engine with a freight train.

October 31. — At Somerville: Thomas Brennan, trespasser on track, struck by passenger train; ear cut off and head bruised.

October 31. — At Worcester: Michael Gearins, trespasser in the yard, struck by engine and killed.

November 2. — At Waltham: Frank Norris, freight brakeman, had his hand crushed while coupling cars.

November 4. — At Conway: Charles Kroning, freight brakeman, fell off a freight car to the ground, spraining his ankle.

November 4. — At Winchendon: E. R. Brown, freight brakeman, fell from a freight train to the ground, spraining his ankle.

November 8. — At Gardner: J. E. Leazott, fireman, on the steps of his engine, was struck by the post of a bridge guard and knocked off, injuring his left arm and hip.

November 9. — At Gardner: W. R. Ogden, fireman, received a bad cut on the forehead by being struck by a freight car while he had his head out of the cab window.

November 10. — At Turner's Falls: Timothy Donovan, a small boy, while stealing a ride on a freight train fell off and broke his arm.

November 12. — At Charlestown: Thomas Durkin, freight brakeman, had four fingers crushed between dead-woods while coupling freight cars.

November 12. — At North Adams: Leon Hopkins, while stealing a ride on a freight train, fell off and the wheels ran over his leg, cutting it off.

November 20. — At Concord: George Noyes, freight brakeman, had his right side squeezed between freight cars while coupling cars.

November 20. — At Deerfield: L. C. Howard, freight brakeman, while coupling freight cars slipped, and the wheel ran over and crushed his heel.

November 21. — At Marlborough: B. Farrell, freight brakeman, fell off a car onto the track, injuring his hip and back.

November 21. — At Worcester: Fred Ladd, while driving over a private crossing, was struck by an engine and badly shaken up.

November 24. — At Townsend: John Towle jumped in front of a moving freight train; the engine struck him, bruising his head and face.

November 27. — At Weston: Wm. Constantine, freight brakeman, fell from the top of a moving freight car to the ground and broke his leg.

November 29. — At Charlestown: Fred Winchester, freight brakeman, while coupling freight cars had his hand caught between the draw-bars; one finger amputated.

December 4. — At Fitchburg: John Blair, freight brakeman, fell off a freight train and was run over by the cars and killed.

December 5. — At Fitchburg: John Hayes, trying to board a moving express train, fell between the cars; wheels cut off both arms.

December 7. — At East Deerfield: Daniel Desmond, trespasser, while attempting to board a moving freight train, fell off and the cars passed over his leg. He died next day.

December 8. — At Williamstown: Henry Knight, freight brakeman, had his leg caught and cut between the cars while climbing down the ladder.

December 8. — At Templeton: George T. Johnson, passenger, jumped from a moving passenger train and fell between the cars, cutting his head and face.

December 12. — At Athol: J. M. Daly, freight brakeman, while coupling cars had one finger crushed between the draw-bars.

December 12. — At Fitchburg: John Russell, a trespasser, stepped from west-bound track to avoid a train, and was struck by an east-bound train and instantly killed.

December 19. — At Baldwinville: Mrs. A. R. Mack, while driving over the highway crossing, was struck by an engine and killed.

December 19. — At Greenfield: A. H. Potter, freight brakeman, fell from the top of a freight car to the ground, breaking his leg.

December 26. — At Worcester: F. E. Quimby, freight conductor, while coupling hose had his head struck and bruised by a moving freight car.

December 28. — At Charlestown: John O'Connell, freight conductor, while coupling freight cars had his hand caught between the draw-bars; one finger cut off.

December 28. — At Athol: F. C. Gilman, freight brakeman, on a moving freight car was struck by water spout and knocked off, injuring his back.

December 28. — At Worcester: J. Gilligan, freight brakeman, while coupling freight cars had his hand caught between the draw-bars, losing one finger.

December 28. — At Hubbardston: William Sullivan, a section hand, while pushing a push-car on the track was struck by an engine and instantly killed.

December 29. — At Greenfield: Charles Warren, conductor, jumped from a moving freight train and broke his leg.

December 29. — At Athol: L. J. Bordwin, engineer, and M. J. Guerin, brakeman, received injuries to legs and shoulders in consequence of a collision of freight trains.

December 30. — At Worcester: M. Savage, freight brakeman, while trying to catch on a moving freight car was caught between the cars and depot platform, breaking his collar-bone.

December 30. — At Fitchburg: H. W. Weymouth, fireman, was thrown off the engine of a passenger train in consequence of the train running into a land slide.

December 31. — At Fitchburg: L. H. Terry, freight brakeman, had one finger crushed between the draw-bars while coupling cars.

Jan. 7, 1892. — At Leominster: James Seeley, freight conductor, while pulling a pin had his hand crushed between the draw-bars.

January 8. — At Shelburne Falls: Simon Stevens, crossing flagman, while flagging was struck by the engine he was flagging, cutting off right arm and bruising his head.

January 19. — At Templeton: D. O'Hara, freight brakeman, had his thumb broken while coupling freight cars.

January 21. — At Hoosac Tunnel: John Welch, trespasser, was found dead in Hoosac Tunnel; evidently been struck by a train.

January 25. — At Charlestown: Perley Knight, freight brakeman, while trying to board a moving engine fell off and wheels ran over his arm and leg. He died same day.

January 26. — At Somerville: John Calanan, freight brakeman, had his arm broken while coupling freight cars.

January 27. — At Charlestown: John Carroll, freight brakeman, while coupling freight cars had his arm broken.

February 3. — At Athol: Thomas P. Monahan, trespasser, was found dead on the track; evidently been struck by a train.

February 4. — At Charlestown: J. S. Cook, yardmaster, while coupling freight cars slipped, and the engine ran onto his leg, badly cutting it.

February 4. — At Somerville: Thomas McCormack, freight brakeman, while coupling freight cars had his hand caught between draw-bars and one finger cut off.

February 9. — At Waltham: John Clifford, freight brakeman, while turning a switch was struck by the engine of a passenger train and his head and hip injured.

February 10. — At South Acton: P. J. O'Connell, freight brakeman, had his hand badly crushed between car and engine.

February 11. — At Ayer: Freight train No. 295 ran off the track on the bridge over the Nashua River, breaking the bridge down and letting part of the train into the river. George Conner, conductor, was killed, and John Gagnon, brakeman, was injured.

February 16. — At Leominster: C. L. Pattee, freight brakeman, fell off a moving freight train and was killed.

February 19. — At Cambridge: Unknown man, trespasser on track, was struck by train and killed.

February 20. — At Somerville: Robert Madden, freight brakeman, had his hand caught while coupling cars.

February 23. — At Gardner: E. J. Cahill, freight brakeman, had his hand crushed while coupling freight cars.

February 23. — At Marlborough: Charles Clark, brakeman, had his hand crushed while coupling freight cars.

February 25. — At Somerville: A. W. Carrol, trespasser on track, was struck by a locomotive, fracturing his wrist and bruising his head.

March 4. — At Orange: P. DesLauriers, freight brakeman, had his hand crushed while coupling freight cars.

March 5. — At Boston: William Murray, car cleaner for the Wagner Car Company, while passing between bunter posts and rear of passenger car was jammed between the posts and car. He died same day.

March 6. — At Hudson: B. Farrell, freight brakeman, while coupling freight cars had his hand crushed between the draw-bars.

March 7. — At Erving: E. H. Goodchild, freight brakeman, fell off train, injuring his head and ankle.

March 9. — At Winchendon: John Morris, freight brakeman, fell off train and was run over and killed.

March 10. — At Maynard: Richard McCabe was lying on the track on a sharp curve, and was struck by a passenger train and instantly killed.

March 11. — At Somerville: John Ness, freight brakeman, had his arm broken while coupling freight cars.

March 17. — At Charlestown: Geo. Campbell, engineer on freight shifter, was standing on the ground working on his engine when a freight car was backed in against his engine, throwing him down, injuring his left hand and head.

March 23. — At Fitchburg: Mark Merch, a trespasser, attempting to board a passenger train that was being switched in the yard, slipped, and the wheels cut off two toes.

March 24. — At —: W. S. Leanard, freight brakeman, was fatally injured by being struck by an overhead bridge; was found on top of train.

March 24. — At Somerville: Patrick Carroll, trespasser, attempted to climb over a moving freight train, and his foot was crushed between the bunter-blocks.

March 28. — At Miller's Falls: J. Martin, freight brakeman, while coupling freight cars lost the end of his thumb.

March 29. — At Baldwinville: Fred M. Monteith, freight conductor, fell off freight car and was run over and instantly killed.

March 30. — At North Adams: John F. Crowley, freight brakeman, while coupling cars, lost his arm, by being crushed between dead-woods.

March 30. — At Concord: J. R. Hamilton, freight brakeman, while coupling freight cars had his hand badly bruised.

April 1. — At Erving: C. Thygison, freight brakeman, fell off car, breaking his leg.

April 6. — At Concord: Geo. Thane, trespasser on track, in trying to avoid west-bound train was struck by an east-bound train; arm cut off, and scalp wounds.

May 2. — At Somerville: F. C. Ferris, brakeman on a moving passenger car, was leaning out to give motion, and his head was struck by switch frame, receiving bad cut.

May 2. — At Ayer: John Lahey, aged twelve years, while trying to steal a ride on a freight train fell off, and the wheels cut off one leg and crushed the other.

May 6. — At Worcester: F. E. Quimby, freight conductor, trying to jump on moving freight engine in motion, slipped off and wheels passed over his foot.

May 10. — At Charlestown: M. J. Rafferty, freight brakeman, while coupling freight cars had his finger pinched.

May 14. — At Orange: E. A. Coates, freight brakeman, while coupling, was knocked down by car and wheel struck his leg, badly injuring it.

May 18. — At Montague: Newell Hunt, while driving over highway crossing, was struck by an engine and instantly killed.

May 19. — At Belmont: Unknown man, trespasser on track, struck by an engine and instantly killed.

May 26. — At Turner's Falls: J. Fitzgibbons, freight brakeman, while coupling freight cars had his arm crushed between dead-woods.

May 30. — At Deerfield: George L. Day, freight brakeman, while coupling freight cars had his hand crushed between the dead-woods.

May 30. — At North Adams: Eddie Lemoux, about ten years of age, a trespasser, to avoid a train on the west-bound track stepped on the east-bound track and was struck by an engine and killed.

May 31. — At Fitchburg: G. M. Ellis, freight brakeman, while pulling pin on freight car slipped, injuring his hand.

May 31. — At Boston: Jas. Harvey, a trespasser, was run over by a freight train in the yard and killed.

June 1. — At Winchendon: C. H. Buckwold, freight brakeman, while coupling freight cars had his hand jammed between the dead-woods.

June 5. — At Charlestown: John Cook, trespasser, while stealing a ride on a freight train, fell off and had his leg broken.

June 13. — At Fitchburg: Frank Morris, freight brakeman, had his finger crushed while coupling cars.

June 17. — At Winchendon: H. B. Hammond, freight brakeman, while coupling freight cars had his hand crushed.

June 17. — At North Adams: T. Daily, while driving over highway crossing, was struck by engine and slightly injured.

June 18. — At Charlestown: H. L. Lakin, freight brakeman, had his arm and side injured while coupling cars.

June 20. — At Baldwinville: E. C. Murphy, freight brakeman, fell from a moving train; wheels went over his leg, cutting it off.

June 20. — At Gardner: T. J. Shea, freight brakeman, fell off a train, receiving scalp wounds.

June 20. — At Waltham: P. Minnock, trespasser on track, trying to board a moving passenger train, fell off, receiving cuts about the head and face.

June 20. — At Shelburne Falls: Ernest C. Thayer, passenger, jumped off a moving passenger train and fell under the wheels and was instantly killed.

June 22. — At Cambridge: F. D. Smith, trespasser, was struck by a locomotive, receiving bruises about the head and body.

June 29. — At Townsend: H. H. Webber, freight brakeman, had shoulder and leg bruised by being thrown from freight car in consequence of brake shaft breaking.

GENERAL INFORMATION.

Highway and Railroad Crossings in Massachusetts on Miles of Road owned.

Number of crossings of highways at grade,	215
Number of crossings of highways over railroad,	24
Number of crossings of highways under railroad,	17
Number of highway bridges 18 feet above track,	8
Number of highway bridges less than 18 feet above track, . .	16
Height of lowest bridge above the rail,	14 ft. 6 in.
Number of crossings at which gates or flagman are maintained,	90
Number of crossings at which electric signals are maintained,	32
Number of crossings at which there are neither signals nor flagman,	121
Number of railroad crossings at grade (specifying each), . .	8
Boston & Maine (Boston); Eastern (Boston); Grand Junction Railroad (Somerville); Worcester & Nashua (Ayer Junction); Old Colony (Fitchburg); Old Colony (Concord); Boston & Albany (Winchendon); Worcester (North Worcester).	
Number of railroad crossings over other railroads (specifying each),	1
Boston & Albany, North Adams.	
Number of railroad crossings under other railroads (specifying each),	5
Boston & Lowell (Boston); Central Massachusetts (at West Cambridge, Weston, Hudson and Jefferson).	

New Bridges of over Ten Feet Span built within the Year on Roads operated in Massachusetts (including Those replacing Old Structures and Those built where None before existed).

Location.	To Replace.	Description.	Length of Spans and Number of Tracks.	When and by Whom Built.
West of Ayer Junction, .	3 Spans (destroyed by accident).	Plate Girders. Edgemoor Bridge Works. 2 Span (Double Track.)	2 Spans 66 ft. 2 in. 1 Span 66 ft. 8 in.	Edgemoor Bridge Works erected by Fitchburg Railroad, 1892.

<i>Bridges on Roads operated in Massachusetts.</i>				
Total length of pile and trestle bridging,				4,212
Total amount expended for repairs and renewals of bridges,				\$19,851 97

NAME AND RESIDENCE OF OFFICERS.

H. S. Marcy, *President*, Boston, Mass. John Whitmore, *General Traffic Manager*, Boston, Mass. Geo. A. Torrey, *General Counsel*, Boston, Mass. C. S. Anthony, *Auditor*, Boston, Mass. John Adams, *General Superintendent*, Boston, Mass. A. S. Crane, *General Freight Agen* , Boston, Mass. J. R. Watson, *General Passenger Agent*, Boston, Mass. Daniel A. Gleason, *Treasurer*, Boston, Mass. Edmund D. Codman, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry S. Marcy, Boston, Mass. David P. Kimball, Boston, Mass. Wm. Seward Webb, New York, N. Y. Robert Codman, Boston, Mass. Albert C. Houghton, North Adams, Mass. Francis Smith, Rockland, Me. Rodney Wallace, Fitchburg, Mass. Wm. H. Hollister, New York, N. Y. Charles T. Crocker, Fitchburg, Mass. Frederick L. Ames, Easton, Mass. Wm. A. Russell, Lawrence, Mass. John Quincy Adams, Quincy, Mass. Geo. Heywood, Concord, N. H. Edward C. Thayer, Keene, N. H.

PROPER ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,
BOSTON, MASS.

HENRY S. MARCY,
WM. H. HOLLISTER,
FRANCIS SMITH,
C. T. CROCKER,
RODNEY WALLACE,
DAVID P. KIMBALL,
GEO. HEYWOOD,
WM. A. RUSSELL,
EDW. C. THAYER,
ROBERT CODMAN,
Directors.
JOHN ADAMS,
Superintendent.
DAN. A. GLEASON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 6, 1892. Then personally appeared Henry S. Marcy, Wm. H. Hollister, Francis Smith, C. T. Crocker, Rodney Wallace, David P. Kimball, Geo. Heywood, Wm. A. Russell, Edw. C. Thayer, Robert Codman, John Adams and Daniel A. Gleason, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDMUND D. CODMAN,

Justice of the Peace.

REPORT
OF THE
GRAFTON & UPTON RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

INCOME ACCOUNT.				
<i>General Exhibit for the Year.</i>				
Gross earnings from operation,	.	.	.	\$42,273 12
Less operating expenses,	.	.	.	28,482 68
INCOME FROM OPERATION,				\$13,790 44
Deductions from income:				
Interest on funded debt accrued during year,	.	.	.	\$15,000 00
Interest and discount on interest-bearing	.	.	.	
current liabilities,	.	.	.	24 75
Taxes,	.	.	.	941 61
TOTAL DEDUCTIONS FROM INCOME,				15,966 36
Deficit for year ending June 30, 1892,				2,175 92
Balance Profit and Loss Account June 30, 1891 (surplus),				3,196 06
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),				1,020 14

EARNINGS FROM OPERATION.			
ITEMS.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger revenue,	\$28,687 77		
Less repayments:			
Tickets redeemed,	.	\$5 40	
Other repayments,	.	7,105 40	
Total deductions,	.	\$7,110 80	
TOTAL PASSENGER REVENUE,	.	.	\$21,576 97
Mail,	.	.	904 28
Express,	.	.	2,220 00
TOTAL PASSENGER EARNINGS,	.	.	\$24,701 25
Freight:			
Freight revenue,	\$61,489 90		
Less repayments:			
Overcharge to shippers,	.	\$86 51	
Other repayments,	.	44,285 65	
Total deductions,	.	\$44,372 16	
TOTAL FREIGHT REVENUE,	.	.	17,117 74
TOTAL PASSENGER AND FREIGHT EARNINGS,	.	.	\$41,818 99
Other earnings from operation:			
Other sources,	.	.	454 13
TOTAL GROSS EARNINGS FROM OPERATION,	.	.	\$42,273 12

OPERATING EXPENSES.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	Total.
Maintenance of way and structures:			
Repairs of roadway, renewals of rails and re- newals of ties,	\$447 29	\$298 20	\$745 49
Other expenses (trackmen),	2,320 70	1,547 14	3,867 84
TOTAL,	\$2,767 99	\$1,845 34	\$4,613 33
Maintenance of equipment:			
Repairs and renewals of locomotives, . . .	\$1,068 57	\$712 36	\$1,780 93
Repairs and renewals of passenger cars, . .	823 40	-	823 40
TOTAL,	\$1,891 97	\$712 36	\$2,604 33
Conducting transportation:			
Wages of enginemen, firemen and roundhouse- men,	\$2,170 74	\$1,447 14	\$3,617 88
Fuel for locomotives,	2,990 17	1,993 44	4,983 61
Water supplies for locomotives,	243 39	162 26	405 65
All other supplies for locomotives,	260 54	173 63	434 22
Wages of other trainmen,	2,284 72	1,523 12	3,807 84
Wages of switchmen, flagmen and watchmen, .	908 91	605 94	1,514 85
Wages of station agents, clerks and laborers, .	1,248 27	832 18	2,080 43
Car mileage—balances,	-	241 15	241 15
Loss and damage,	596 22	397 48	993 70
Injuries to persons,	24 60	16 40	41 00
Other expenses,	22 50	15 00	37 50
TOTAL,	\$10,750 06	\$7,407 79	\$18,157 85
General expenses:			
Salaries of officers,	\$800 00	\$400 00	\$1,200 00
Insurance,	427 94	213 96	641 90
Rentals not otherwise provided for,	600 00	300 00	900 00
Stationery and printing,	151 83	75 91	227 74
Other general expenses,	91 69	45 84	137 53
TOTAL,	\$2,071 46	\$1,035 71	\$3,107 17
Recapitulation of expenses:			
Maintenance of way and structures,	\$2,767 99	\$1,845 34	\$4,613 33
Maintenance of equipment,	1,891 97	712 36	2,604 33
Conducting transportation,	10,750 06	7,407 79	18,157 85
General expenses,	2,071 46	1,035 71	3,107 17
GRAND TOTAL,	\$17,481 48	\$11,001 20	\$28,482 68
Percentage of operating expenses to earnings, .	.707	.643	.673

General Balance Sheet June 30, 1892.		
DR.		
Cost of road,	\$449,974 31	
Cost of equipment,	50,025 69	
TOTAL PERMANENT INVESTMENTS,		\$500,000 00
Cash,		1,020 14
TOTAL,		\$501,020 14
CR.		
Capital stock,		\$250,000 00
Funded debt,		250,000 00
Profit and Loss balance,		1,020 14
TOTAL,		\$501,020 14

* The items in these columns which are not directly chargeable to either passenger or freight business are to be apportioned between the two on the basis of train mileage as prescribed by the Interstate Commerce Commission. The result, therefore, is not accurate, but only approximate, and this fact must be borne in mind in drawing conclusions therefrom.

CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$250,000 00	
Capital stock authorized by votes of company, . . .	250,000 00	
Capital stock issued (number of shares, 2,500); amount paid in,		\$250,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		250,000 00
Total number of stockholders,	28	
Number of stockholders in Massachusetts,	24	
Amount of stock held in Massachusetts,	\$203,600 00	
FUNDED DEBT.		
Funded debt, as follows :		
First mortgage bonds due May 1, 1919, rate of interest 6 per cent.,		\$250,000 00
Interest paid on same during year,	\$15,000 00	
PASSENGER, FREIGHT AND TRAIN MILEAGE.		
Passenger traffic :		
Number of passengers carried earning revenue,		89,655
Number of passengers carried one mile,		681,378
Average distance carried,		7.6 miles.
Total passenger revenue,		\$21,576 97
Average amount received from each passenger, . . . . .		.24 cents.
Passenger earnings per mile of road,		\$1 307 69
Freight traffic :		
Number of tons carried of freight earning revenue,		31,810
Number of tons carried one mile,		182,086
Average distance haul of one ton,		5.7 miles.
Total freight revenue,		\$17,117 74
Average amount received for each ton of freight, . . . . .		.53 cents.
Freight earnings per mile of road,		\$1 37.43
Train mileage :		
Miles run by freight trains,		1,910
Miles run by mixed trains,		49,130
Total mileage trains earning revenue,		51,040
Miles run by switching trains,		365
Miles run by construction and other trains,		270
Total train mileage,		51,675
Average number of persons employed,		24
Rates of fare :		
Average rate of fare per mile received for local tickets,		3.60 cents.
Average rate of fare per mile received for commutation tickets,		2.90 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies,		3.20 "
DESCRIPTION OF ROAD OWNED.		
Main line of road from North Grafton to Milford,		16 5 miles.
Main line of road in Massachusetts,		16 5 "
Total road belonging to this company,		16 5 "
Sidings and other tracks not before enumerated,		2 75 "
Same in Massachusetts,		2 75 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,		19.25 "
Same in Massachusetts,		19.25 "
Total length of tracks laid with steel rails,		19 25 "
[Weights per yard, 50 pounds.]		
Total miles of road operated by this company,		16.5 "
Total miles of road operated by this company in Massachusetts,		16 5 "

DESCRIPTION OF EQUIPMENT.

	Number Owned.	Total Number.	Maximum Weight.	Number Equipped with Train Brake.	Number Equipped with Driving-Wheel Brake.
Locomotives:					
Passenger,	2	2	35 tons.	1	1
Freight,	1	1	25 tons.	-	1
TOTAL,	3	3	-	1	2
Passenger cars,	2	-	-	-	-
Combination cars,	2	-	-	-	-
Baggage, mail and express cars,	2	-	-	-	-
TOTAL,	6	-	-	-	-
Flat freight cars (basis of 8 wheels),	1	-	-	-	-
TOTAL,	1	-	-	-	-

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	1	-	1	-	1	-
Others, .	-	-	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

March 17, 1892. — Joseph Cloutier killed at Grafton Centre.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	30
Number of crossings of highways under railroad,	1
Number of crossings at which gates or flagman are maintained,	2
Number of crossings at which there are neither signals nor flagman,	28
<i>Bridges on Roads Operated in Massachusetts.</i>	
Total length of pile and trestle bridging,	50 feet.

NAME AND RESIDENCE OF OFFICERS.

Edward P. Usher, *President*, Grafton, Mass. J. Albert Walker, *Vice-President*, Boston, Mass. Edward P. Usher, *General Manager*, Grafton, Mass. Frank W. Morse, *Superintendent, General Freight Agent and General Passenger Agent*, Grafton, Mass. Albert G. Morse, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Edward P. Usher, Grafton, Mass. Horace S. Warren, Grafton, Mass. Daniel N. Gibbs, Grafton, Mass. Herbert F. Allen, Grafton, Mass. Albert G. Morse, Boston, Mass. Frank W. Morse, Boston, Mass. J. Albert Walker, Boston, Mass. Henry B. Sprague, Lynn, Mass. Geo. W. Knowlton, West Upton, Mass. Wm. F. Draper, Hopedale, Mass. Ezra R. Winchester, Portsmouth, N. H.

PROPER ADDRESS OF THE COMPANY.

GRAFTON & UPTON RAILROAD COMPANY,

23 COURT STREET, ROOM 618, BOSTON, MASS.

EDWARD P. USHER,
ALBERT G. MORSE,
EZRA R. WINCHESTER,
J. ALBERT WALKER,
DANIEL N. GIBBS,
FRANK W. MORSE,

Directors.

FRANK W. MORSE,

Superintendent.

ALBERT G. MORSE,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 21, 1892. Then personally appeared Ezra H. Winchester, J. Albert Walker, Daniel N. Gibbs, Frank W. Morse and Albert G. Morse, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. P. USHER,

Justice of the Peace.

REPORT
OF THE
HOLYOKE & WESTFIELD RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the New York, New Haven & Hartford Railroad Company.]

INCOME ACCOUNT.	
<i>General Exhibit for the Year.</i>	
Income from lease of road,	\$20,411 72
TOTAL INCOME,	\$20,411 72
Salaries and maintenance of organization,	\$665 00
Expenses,	204 21
Taxes,	1,247 44
TOTAL DEDUCTIONS,	2,116 65
NET INCOME,	18,295 07
Dividends declared (4 per cent.),	10,400 00
Surplus for year ending June 30, 1892,	7,895 07
Balance Profit and Loss Account June 30, 1891 (surplus),	12,166 07
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),	20,061 14
 General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$522,268 89
Cash,	2,985 34
Due from solvent companies and other individuals,	14,806 91
TOTAL,	\$540,061 14
CR.	
Capital stock,	\$260,000 00
Funded debt,	260,000 00
Profit and Loss balance,	20,061 14
TOTAL,	\$540,061 14

CAPITAL STOCK.	
Capital stock authorized by charter,	\$350,000 00
Capital stock authorized by votes of company,	260,000 00
Capital stock issued (number of shares, 2,600); amount paid in,	\$260,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	260,000 00
Total number of stockholders,	14
Number of stockholders in Massachusetts,	13
Amount of stock held in Massachusetts,	\$240,000 00
FUNDED DEBT.	
Funded debt, as follows :	
First mortgage bonds due April, 1911, rate of interest 4 per cent.,	\$200,000 00
Interest paid on same during year,	\$8,000 00
First mortgage bonds due April, 1898, rate of interest 6 per cent.,	60,000 00
Interest paid on same during year,	\$3,600 00
TOTAL AMOUNT OF FUNDED DEBT,	\$260,000 00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Holyoke to Westfield,	10.32 miles.
Main line of road in Massachusetts,	10.32 "
Branches owned by company, viz. :	
Mill Branch (single track),	6.90 "
Total length of branches owned by company,	6.90 "
Total length of branches owned by company in Massachusetts,	6.90 "
Total road belonging to this company,	17.22 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	17.22 "
Same in Massachusetts,	17.22 "
GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	5
Number of crossings at which gates or flagman are maintained,	2
Number of crossings at which there are neither signals nor flagman,	3

NAME AND RESIDENCE OF OFFICERS.

Timothy Merrick, *President*, Holyoke, Mass. James M. Clark, *Vice-President*, Holyoke, Mass. C. Fayette Smith, *Treasurer*, Holyoke, Mass. T. B. O'Donnell, *Clerk of Corporation*, Holyoke, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Timothy Merrick, W. B. C. Pearsons, G. W. Prentiss, E. W. Chapin, J. M. Clark, A. H. Ryan, J. K. McCarthy, E. Lovering, C. D. Colson, — all of Holyoke, Mass.

PROPER ADDRESS OF THE COMPANY.

HOLYOKE & WESTFIELD RAILROAD COMPANY,

HOLYOKE, MASS.

JAMES M. CLARK,
GEO. W. PRENTISS,
EDWARD W. CHAPIN,
W. B. C. PEARSONS,

Directors.

C. FAYETTE SMITH,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. HOLYOKE, Sept. 12, 1892. Then personally appeared James M. Clark, Geo. W. Prentiss, Edward W. Chapin and W. C. B. Pearsons, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRED. A. SMITH,

Notary Public.

REPORT

OF THE

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[A narrow-gauge road.]

INCOME ACCOUNT.		
<i>General Exhibit for the Year.</i>		
Gross earnings from operation,	\$31,268 72	
Less operating expenses,	21,560 61	
	<hr/>	
INCOME FROM OPERATION, . . . . .	.	\$9,708 11
Miscellaneous income, less expenses,	\$757 98	
	<hr/>	
TOTAL INCOME, . . . . .	.	10,466 09
Deductions from income:		
Interest and discount on interest-bearing current liabilities,	\$6,796 12	
Taxes,	303 91	
Rentals: Deerfield River Company Railroad, June 31, 1891, to Dec. 31, 1891, when road was purchased by Deerfield Valley Company,	1,146 32	
	<hr/>	
TOTAL DEDUCTIONS FROM INCOME, . . . . .	.	8,246 35
Surplus for year ending June 30, 1892, . . . .	.	2,219 74
Balance Profit and Loss Account June 30, 1891 (deficit), . . . .	.	3,029 66
TOTAL PROFIT AND LOSS ACCOUNT (DEFICIT), . . . .	.	809 92
Deduct: Rebate of interest, . . . . .	.	1,687 50
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS), . . . .	.	877 58
EARNINGS FROM OPERATION.		
Passenger:		
Passenger revenue,	\$8,807 84	
	<hr/>	
TOTAL PASSENGER REVENUE, . . . . .	.	\$8,807 84
Mail,	\$928 93	
Express,	586 90	
	<hr/>	
TOTAL PASSENGER EARNINGS, . . . . .	.	1,515 83
	<hr/>	
TOTAL PASSENGER EARNINGS, . . . . .	.	10,323 67
Freight:		
Freight revenue,	\$20,945 05	
	<hr/>	
TOTAL FREIGHT EARNINGS, . . . . .	.	20,945 05
	<hr/>	
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . .	.	\$31,268 72

OPERATING EXPENSES.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	TOTAL.
Maintenance of way and structures:			
Repairs of roadway,	\$1,031 97	\$3,095 91	\$4,127 88
Renewals of ties,	202 01	606 05	808 06
Repairs of buildings,	30 75	92 24	122 99
Repairs of telegraph,	10 75	32 25	43 00
TOTAL,	\$1,275 48	\$3,826 45	\$5,101 93
Maintenance of equipment:			
Repairs and renewals of locomotives,	\$79 50	\$238 48	\$317 98
Repairs and renewals of passenger cars,	35 43	106 28	141 71
Repairs and renewals of freight cars,	195 97	587 90	783 87
Rental equipment from June 30, 1891, to Dec. 31, 1891, when same was purchased,	300 00	900 00	1,200 00
TOTAL,	\$610 90	\$1,832 66	\$2,443 56
Conducting transportation:			
Wages of enginemen, firemen and roundhouse-men,	\$523 02	\$1,569 06	\$2,092 08
Fuel for locomotives,	661 31	1,983 92	2,645 23
All other supplies for locomotives,	81 11	243 32	324 43
Wages of other trainmen,	260 14	780 41	1,040 55
All other train supplies,	20 26	60 77	81 03
Wages of station agents, clerks and laborers,	866 38	2,599 14	3,465 52
Station supplies,	103 95	311 85	415 80
Loss and damage,	—	264 34	264 34
Injuries to persons,	236 26	—	236 26
TOTAL,	\$2,752 43	\$7,812 81	\$10,565 24
General expenses:			
Salaries of officers and clerks,	\$268 40	\$805 19	\$1,073 50
Advertising,	26 45	79 35	105 08
Insurance,	126 25	378 75	505 00
Legal expenses,	8 89	26 64	35 53
Stationery and printing,	267 86	803 55	1,071 41
Other general expenses,	164 64	493 91	658 55
TOTAL,	\$862 49	\$2,587 39	\$3,449 88
Recapitulation of expenses:			
Maintenance of way and structures,	\$1,275 48	\$3,826 45	\$5,101 93
Maintenance of equipment,	610 90	1,832 66	2,443 66
Conducting transportation,	2,752 43	7,812 81	10,565 24
General expenses,	862 49	2,587 39	3,449 88
GRAND TOTAL,	\$5,501 30	\$16,059 31	\$21,560 61
Percentage of operating expenses to earnings, . . . . .	. . . . .	. . . . .	68.9529

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Grading and masonry,	\$21,919 52
Superstructure, including rails,	1,107 86
Passenger and freight stations, wood-sheds and water stations,	1,769 45
Machine-shops, shop machinery and tools,	1,415 22
Purchase of other roads:	
Deerfield Valley Railroad consolidated with Hoosac Tunnel & Wilmington Railroad, Jan. 1, 1892,	223,000 00
TOTAL FOR CONSTRUCTION,	249,212 05
Locomotives,	250 00
Passenger, mail and baggage cars,	1,943 00
Freight and other cars,	2,000 00
Other expenditures charged to equipment:	
Equipment purchased Jan. 1, 1892, at the time of consolidation,	42,000 00
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	\$295,405 05

* The items in these columns which are not directly chargeable to either passenger or freight business are to be apportioned between the two on the basis of train mileage as prescribed by the Interstate Commerce Commission. The result, therefore, is not accurate, but only approximate, and this fact must be borne in mind in drawing conclusions therefrom.

General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$362,052 85
Cost of equipment,	46,193 00
TOTAL PERMANENT INVESTMENTS,	\$408,245 85
Bills receivable,	\$1,425 07
Due from agents,	1,447 96
Net traffic balance from other companies,	647 63
Due from solvent companies and other individuals,	3,822 81
Other cash assets,	2 75
TOTAL CASH AND CURRENT ASSETS,	7,346 22
TOTAL,	\$415,592 07
CR.	
Capital stock,	\$210,000 00
Current liabilities:	
Loans and bills payable,	\$201,139 65
Audited vouchers and accounts,	1,228 23
Wages and salaries,	97 36
Net traffic balances due to other companies,	195 80
Cash overdrawn,	2,053 45
TOTAL CURRENT LIABILITIES,	204,714 49
Profit and Loss balance,	877 58
TOTAL,	\$415,592 07
CAPITAL STOCK.	
Capital stock authorized by charter,	\$250,000 00
Capital stock authorized by votes of company,	210,000 00
Capital stock issued (number of shares, 2,100); amount paid in,	\$210,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	210,000 00
Total number of stockholders,	48
Number of stockholders in Massachusetts,	16
Amount of stock held in Massachusetts,	\$201,500 00
PASSENGER, FREIGHT AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue,	25,616
Number of passengers carried one mile,	265,935
Average distance carried,	10.3816 miles.
Total passenger revenue,	\$8,807 84
Average amount received from each passenger,	34.384 cents.
Average receipts per passenger per mile,	3.312 "
Estimated cost of carrying each passenger one mile,*	2.068 "
Passenger earnings per mile of road,	\$421 37
Passenger earnings per train mile,	36.592 cents.
Freight traffic:	
Number of tons carried of freight earning revenue,	17,265 ⁵⁴³ / ₂₀₀₀
Number of tons carried one mile,	198,550
Average distance haul of one ton,	11.5 miles.
Total freight revenue,	\$20,945 05
Average amount received for each ton of freight,	\$1 21.313
Average receipts per ton per mile,	10.548 cents.
Estimated cost of carrying one ton one mile,*	8.088 cents.
Freight earnings per mile of road,	\$854 90
Freight earnings per train mile,	74.312 cents.

* See note under "Operating Expenses."

Train mileage :		
Miles run by mixed trains,		28,185
Total mileage trains earning revenue,		28,185
Total train mileage,		28,185
Average number of freight cars in train,		4
Average number of loaded cars in train,		3
Average number of empty cars in train,		1
Average number of tons of freight in train,		12
Average number of tons of freight in each loaded car,		3
Average number of persons employed,		26
Rates of fare :		
Average rate of fare per mile received for local tickets,	4	cents.
Average rate of fare per mile received for mileage tickets,	3.33½	"
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies,	2.20	"
Rates of freight :		
Average rate per ton per mile received from freight way-billed local,	10.548	"
DESCRIPTION OF ROAD OWNED.		
Main line of road from Hoosac Tunnel, Mass., to Wilmington, Vt.,	24.50	miles.
Main line of road in Massachusetts,	8	"
Main line of road in Vermont,	16 50	"
Total road belonging to this company,	24.50	"
Sidings and other tracks not before enumerated,	1.50	"
Same in Massachusetts, . . . . .	.50	"
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	26	"
Same in Massachusetts,	8.50	"
Total length of tracks laid with steel rails,	26	"
[Weights per yard, 16 miles, 60 pounds, 10 miles, 30 pounds.]		
Total miles of road operated by this company,	24.50	"
Total miles of road operated by this company in Massachusetts,	8	"

DESCRIPTION OF EQUIPMENT.

	Number Owned.	Total Number.	Number Equipped with Train Brake.	Number Equipped with Patent Coupler.
Locomotives :				
Passenger and freight,	5	5	-	-
TOTAL,	5	5	-	-
Passenger cars,	4	4	-	4
Combination cars,	2	2	1	1
Excursion cars,	2	2	2	-
Second-class passenger cars,	3	3	3	-
TOTAL,	11	11	6	5
Box freight cars (basis of 8 wheels),	51	51	-	-
Flat freight cars (basis of 8 wheels),	56	56	-	-
TOTAL,	107	107	-	-

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	1	-	-	-	1	-	1
Others, .	-	-	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

E. C. Cook, fireman, injured in the leg by collision.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	1
<i>Bridges on Roads operated in Massachusetts.</i>	
Total length of pile and trestle bridging,	233 feet.

NAME AND RESIDENCE OF OFFICERS.

Daniel H. Newton, *President*, Holyoke, Mass. James Ramage, *Vice-President*, Holyoke, Mass. James S. Newton, *Auditor*, Holyoke, Mass. Moses Newton, *Superintendent*, Holyoke, Mass. W. B. McClellan, *General Passenger Agent*, Wilmington, Vt. John C. Newton, *Treasurer*, Holyoke, Mass. James S. Newton, *Clerk of Corporation*, Holyoke, Mass.

NAME AND RESIDENCE OF ELECTORS LAST ELECTED.

Daniel H. Newton, Holyoke, Mass. Moses Newton, Holyoke, Mass. John C. Newton, Holyoke, Mass. James Ramage, Holyoke, Mass. George W. Millar, New York City.

PROPER ADDRESS OF THE COMPANY.

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY,
MASSASOIT BLOCK, HOLYOKE, MASS.

DANIEL H. NEWTON,
JOHN C. NEWTON,
MOSES NEWTON,
Directors.
MOSES NEWTON,
Superintendent.
JOHN C. NEWTON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. HOLYOKE, Sept. 13, 1892. Then personally appeared John C. Newton, Daniel H. Newton and Moses Newton, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRED. F. PARTRIDGE,
Notary Public.

NAME AND RESIDENCE OF OFFICERS.

Horace O. Bright, *President*, Cambridge, Mass. Wm. H. Preston, *Treasurer and Clerk of Corporation*, Somerville, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Horace O. Bright, Cambridge, Mass. Nelson Bartlett, Boston, Mass. James H. Reed, Boston, Mass. Francis Hall, Brookline, Mass. * Charles O. Gage, Arlington, Mass.

PROPER ADDRESS OF THE COMPANY.

HORN POND BRANCH RAILROAD COMPANY,

No. 66 STATE STREET, BOSTON, MASS.

NELSON BARTLETT,

JAS. H. REED,

Directors.

WM. H. PRESTON,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 2, 1892. Then personally appeared Nelson Bartlett and James H. Reed, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WM. H. PRESTON,

Justice of the Peace.

* Deceased.

REPORT
OF THE
LOWELL & ANDOVER RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Boston & Maine Railroad.]

INCOME ACCOUNT.		
<i>General Exhibit for the Year.</i>		
Income from lease of road,	\$52,500 00	
Miscellaneous income, less expense,	1,753 65	
TOTAL INCOME,		\$54,253 65
Salaries and maintenance of organization,	\$158 58	
Interest on funded debt accrued,	10,680 00	
Taxes,	11 00	
TOTAL DEDUCTIONS,		10,849 58
NET INCOME,		43,404 07
Dividends declared (7 per cent.),		35,000 00
Surplus for year ending June 30, 1892,		8,404 07
Balance Profit and Loss Account June 30, 1891 (surplus),		149,358 14
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),		157,762 21
<hr/>		
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Land in Tewksbury, sold,	\$25 00	
TOTAL CREDITS TO PROPERTY ACCOUNTS,		\$25 00
<hr/>		
General Balance Sheet June 30, 1892.		
DR.		
Cost of road,	\$767,050 24	
Cash,	68,711 97	
TOTAL,		\$835,762 21
CR.		
Capital stock,	\$500,000 00	
Funded debt,	178,000 00	
Profit and Loss balance,	157,762 21	
TOTAL,		\$835,762 21

CAPITAL STOCK.	
Capital stock authorized by charter,	Unlimited.
Capital stock authorized by votes of company,	\$500,000 00
Capital stock issued (number of shares, 5,000) ; amount paid in,	\$500,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	500,000 00
Total number of stockholders,	146
Number of stockholders in Massachusetts,	130
Amount of stock held in Massachusetts,	\$459,900 00

FUNDED DEBT.	
Funded debt, as follows :	
Bonds due July 1, 1894, rate of interest 6 per cent.,	\$178,000 00
Interest paid on same during year,	\$10,680 00

DESCRIPTION OF ROAD OWNED.	
Main line of road from Lowell to Lowell Junction in Andover,	8.73 miles.
Main line of road in Massachusetts,	8.73 “
Double track on main line,	8.73 “
Same in Massachusetts,	8.73 “
Branches owned by company, viz. :	
To Framingham & Lowell Railroad (single track),	1.15 “
To Boston & Lowell Railroad (single track), . . . . .	.22 “
Total length of branches owned by company,	1.37 “
Total length of branches owned by company in Massachusetts,	1.37 “
Total road belonging to this company,	10 10 “
Sidings and other tracks not before enumerated,	3 94 “
Same in Massachusetts,	3 94 “
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	22.77 “
Same in Massachusetts,	22.77 “
Total length of tracks laid with steel rails,	17.46 “

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	13
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	1
Number of highway bridges 18 feet above track,	2
Height of lowest bridge above the rail,	18 feet.
Number of crossings at which gates or flagman are maintained,	11
Number of crossings at which there are neither signals nor flagman,	2
Number of railroad crossings over other railroads (specifying each),	2
One at Lowell, over Boston & Lowell Railroad, on Framingham Branch. One at Tewksbury, over Lowell & Lawrence Railroad.	

NAME AND RESIDENCE OF OFFICERS.	
Frederick Ayer, <i>President</i> , Lowell, Mass.	Benj. Walker, <i>Treasurer and Clerk of Corporation</i> , Lowell, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.	
Frederick Ayer, Lowell, Mass.	Arthur P. Bonney, Lowell, Mass.
Frederick F. Ayer, Lowell, Mass.	Oliver H. Moulton, Lowell, Mass.
Prescott C. Gates, Lowell, Mass.	E. M. Sargent, Lowell, Mass.
George Ripley, Andover, Mass.	Benj. Walker, Lowell, Mass.
William M. Wood, Andover, Mass.	

PROPER ADDRESS OF THE COMPANY.

LOWELL & ANDOVER RAILROAD COMPANY,
LOWELL, MASS.

FREDERICK AYER,
ARTHUR P. BONNEY,
OLIVER H. MOULTON,
PRESCOTT C. GATES,
BENJ. WALKER,
E. M. SARGENT,
Directors.
BENJ. WALKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. LOWELL, July 12, 1892. Then personally appeared Frederick Ayer, Arthur P. Bonney, Oliver H. Moulton, Prescott C. Gates, Benj. Walker and E. M. Sargent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEO. D. HILLS,
Notary Public.

REPORT

OF THE

MARTHA'S VINEYARD RAILROAD,*

FOR THE YEAR ENDING JUNE 30, 1892.

[A narrow-gauge road.]

INCOME ACCOUNT.										
<i>General Exhibit for the Year.</i>										
Gross earnings from operation,	.	.	.	.	.	.	.	.	.	\$5,130 49
Less operating expenses,	.	.	.	.	.	.	.	.	.	3,108 38
INCOME FROM OPERATION,										\$2,022 11
EARNINGS FROM OPERATION.										
Passenger :										
Passenger revenue,	.	.	.	.	.	.	.	.	.	\$4,403 84
Mail,	.	.	.	.	.	.	.	.	.	175 00
Express,	.	.	.	.	.	.	.	.	.	100 00
Freight :										
Freight revenue,	.	.	.	.	.	.	.	.	.	451 65
TOTAL GROSS EARNINGS FROM OPERATION,										\$5,130 49
OPERATING EXPENSES.										
Maintenance of way and structures :										
Repairs of roadway,	.	.	.	.	.	.	.	.	.	\$496 75
Other expenses,	.	.	.	.	.	.	.	.	.	45 25
TOTAL,										\$542 00
Maintenance of equipment :										
Repairs and renewals of locomotives,	.	.	.	.	.	.	.	.	.	\$600 00
Repairs and renewals of passenger cars,	.	.	.	.	.	.	.	.	.	221 93
TOTAL,										\$821 93
Conducting transportation :										
Wages of enginemen, firemen and roundhousemen,	.	.	.	.	.	.	.	.	.	614 25
Fuel for locomotives,	.	.	.	.	.	.	.	.	.	250 00
Water supplies for locomotives,	.	.	.	.	.	.	.	.	.	50 00
All other supplies for locomotives,	.	.	.	.	.	.	.	.	.	65 00
Wages of other trainmen,	.	.	.	.	.	.	.	.	.	553 85
Other expenses,	.	.	.	.	.	.	.	.	.	118 00
TOTAL,										\$1,651 10

* On May 21, 1892, the entire property of the Martha's Vineyard Railroad Company, real and personal, was sold at public auction to the Old Colony Railroad Company, on the foreclosure of their mortgage of \$40,000 upon the same, for twenty-six thousand five hundred dollars (\$26,500), they being the highest and only bidder for the property.

General expenses :										
Advertising, . . . . .	.	.	.	.	.	.	.	.	.	\$52 35
Insurance, . . . . .	.	.	.	.	.	.	.	.	.	18 00
Stationery and printing, . . . . .	.	.	.	.	.	.	.	.	.	23 00
TOTAL,										\$93 35
Recapitulation of expenses :										
Maintenance of way and structures, . . . . .	.	.	.	.	.	.	.	.	.	\$542 00
Maintenance of equipment, . . . . .	.	.	.	.	.	.	.	.	.	821 93
Conducting transportation, . . . . .	.	.	.	.	.	.	.	.	.	1,651 10
General expenses, . . . . .	.	.	.	.	.	.	.	.	.	93 35
GRAND TOTAL,										\$3,108 38

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger traffic :										
Number of passengers carried earning revenue, . . . . .	.	.	.	.	.	.	.	.	.	17,615
Total passenger revenue, . . . . .	.	.	.	.	.	.	.	.	.	\$4,403 84
Average amount received from each passenger, . . . . .	.	.	.	.	.	.	.	.	.	25 cents.
Freight traffic, . . . . .	.	.	.	.	.	.	.	.	.	\$451 65
Train mileage :										
Miles run by passenger trains, . . . . .	.	.	.	.	.	.	.	.	.	6,000
Total train mileage, . . . . .	.	.	.	.	.	.	.	.	.	6,000

DESCRIPTION OF ROAD OWNED.

Main line of road from Cottage City to Katama, . . . . .	.	.	.	.	.	.	.	.	.	8.33 miles.
Main line of road in Massachusetts, . . . . .	.	.	.	.	.	.	.	.	.	8 33 "
Branches owned by company, viz. :										
Katama to South Beach (single track), . . . . .	.	.	.	.	.	.	.	.	.	.45 "
Total length of branches owned by company, . . . . .	.	.	.	.	.	.	.	.	.	.45 "
Total length of branches owned by company in Massachusetts, . . . . .	.	.	.	.	.	.	.	.	.	.45 "
Total road belonging to this company, . . . . .	.	.	.	.	.	.	.	.	.	8.78 "
Sidings and other tracks not before enumerated, . . . . .	.	.	.	.	.	.	.	.	.	.50 "
Same in Massachusetts, . . . . .	.	.	.	.	.	.	.	.	.	.50 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK, . . . . .	.	.	.	.	.	.	.	.	.	9.28 "
Same in Massachusetts, . . . . .	.	.	.	.	.	.	.	.	.	9 28 "
Total miles of road operated by this company, . . . . .	.	.	.	.	.	.	.	.	.	8.78 "
Total miles of road operated by this company in Massachusetts, . . . . .	.	.	.	.	.	.	.	.	.	8 78 "
Number of stations in Massachusetts on all roads operated by this company, . . . . .	.	.	.	.	.	.	.	.	.	4
Same in Massachusetts, . . . . .	.	.	.	.	.	.	.	.	.	4

DESCRIPTION OF EQUIPMENT.

	Number Owned.	Total Number.	Average Weight.
Locomotives :			
Passenger,	1	1	9 tons.
TOTAL,	1	1	-
Passenger cars,	3	3	-
Combination cars,	1	1	-
TOTAL,	4	4	-

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	5
Number of crossings at which there are neither signals nor flagman,	5

PROPER ADDRESS OF THE COMPANY.

MARTHA'S VINEYARD RAILROAD,

EDGARTOWN, MASS.

JOSEPH M. WARDWELL,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 27, 1892. Then personally appeared Joseph M. Wardwell, who signed the foregoing report, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

ORIN T. GRAY,

Justice of the Peace.

FUNDED DEBT.	
Funded debt, as follows:	
First mortgage bonds due Jan. 1, 1909, rate of interest 6 per cent.,	\$10,000 00
Interest paid on same during year,	\$600 00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Bellingham to Franklin,	4.6 miles.
Main line of road in Massachusetts,	4.6 "
Total road belonging to this company,	4.6 "
Sidings and other tracks not before enumerated, . . . . .	.407 mile.
Same in Massachusetts, . . . . .	.407 mile.
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	5.007 miles.
Same in Massachusetts,	5.007 "
Total length of tracks laid with steel rails,	5.007 "
GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	4
Number of crossings of highways under railroad,	2
Number of highway bridges 18 feet above track,	2
Number of crossings at which there are neither signals nor flagman,	4

NAME AND RESIDENCE OF OFFICERS.

James P. Ray, *President*, Franklin, Mass. William F. Draper, *Vice-President*, Hopedale, Mass. Joseph G. Ray, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James P. Ray, Franklin, Mass. George A. Draper, Hopedale, Mass. Joseph G. Ray, Franklin, Mass. William F. Draper, Hopedale, Mass. E. S. Draper, Hopedale, Mass. E. K. Ray, Franklin, Mass. J. F. Ray, Franklin, Mass. George W. Wiggin, Franklin, Mass. James M. Freeman, Franklin, Mass. J. B. Bancroft, Hopedale, Mass. William A. Wyckoff, Franklin, Mass.

PROPER ADDRESS OF THE COMPANY.

MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY,
FRANKLIN, MASS.

JAMES P. RAY,
JOSEPH G. RAY,
JAMES F. RAY,
JAMES M. FREEMAN,
GEORGE W. WIGGIN,
EDGAR K. RAY,
Directors.
JOSEPH G. RAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, Aug. 11, 1892. Then personally appeared James P. Ray, Joseph G. Ray, James F. Ray, James M. Freeman, George W. Wiggin and Edgar K. Ray, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM A. WYCKOFF,

Justice of the Peace.

REPORT

OF THE

MILFORD & WOONSOCKET RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the New York & New England Railroad Company.]

INCOME ACCOUNT.

General Exhibit for the Year.

Income from lease of road,	\$8,317 43	
Interest on accounts receivable,	1,357 50	
TOTAL INCOME,		\$9,674 93
Salaries and maintenance of organization,	\$179 40	
Interest on funded debt accrued,	3,000 00	
Interest and discount on interest-bearing current liabilities,	108 00	
TOTAL DEDUCTIONS,		3,287 40
NET INCOME,		\$6,387 53
Dividends declared (4 per cent.),		5,944 00
Surplus for year ending June 30, 1892,		443 53
Balance Profit and Loss Account June 30, 1891 (deficit), . .		15,899 29
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (DEFICIT),		15,455 76

General Balance Sheet June 30, 1892.

DR.

Cost of road,		\$171,881 13
Cash,	\$438 11	
Due from solvent companies and other indi- viduals,	22,625 00	
TOTAL CASH AND CURRENT ASSETS,		23,063 11
Profit and Loss balance,		15,455 76
TOTAL,		\$210,400 00

CR.

Capital stock,	\$148,600 00
Funded debt,	60,000 00
Audited vouchers and accounts,	1,800 00
TOTAL,	\$210,400 00

CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$200,000 00
Capital stock authorized by votes of company, . . .	148,600 00
Capital stock issued (number of shares, 1,486); amount paid in,	\$148,600 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	148,600 00
Total number of stockholders,	35
Number of stockholders in Massachusetts,	34
Amount of stock held in Massachusetts,	\$148,100 00
FUNDED DEBT.	
Funded debt, as follows :	
First mortgage bonds due Dec. 1, 1908, rate of interest 5 per cent.,	\$60,000 00
Interest paid on same during year,	\$3,000 00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Ashland to Bellingham,	15.327 miles.
Main line of road in Massachusetts,	15.327 "
Total road belonging to this company,	15.327 "
Sidings and other tracks not before enumerated,	1.900 "
Same in Massachusetts,	1.900 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	17.227 "
Same in Massachusetts,	17.227 "
Total length of tracks laid with steel rails,	15.327 "
GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	21
Number of crossings of highways over railroad,	1
Number of highway bridges 18 feet above track,	1
Height of lowest bridge above the rail,	21 feet.
Number of crossings at which gates or flagman are maintained,	4
Number of crossings at which there are neither signals nor flagman,	17

NAME AND RESIDENCE OF OFFICERS.

William F. Draper, *President*, Hopedale, Mass. James E. Walker, *Treasurer and Clerk of Corporation*, Milford, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Wm. F. Draper, Hopedale, Mass. Charles F. Clafin, Milford, Mass. John P. Daniels, Milford, Mass. James P. Ray, Franklin, Mass. Geo. E. Armstrong, Boston, Mass. Eben S. Draper, Hopedale, Mass.

PROPER ADDRESS OF THE COMPANY.

MILFORD & WOONSOCKET RAILROAD COMPANY,
MILFORD, MASS.

WILLIAM F. DRAPER,
C. F. CLAFLIN,
EBEN S. DRAPER,
JOHN P. DANIELS,
Directors.
JAMES E. WALKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Sept. 1, 1892. Then personally appeared William F. Draper, C. F. Claflin, Eben S. Draper, John P. Daniels and James E. Walker, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JESSE A. TAFT,
Justice of the Peace.

REPORT
OF THE
NANTUCKET RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[A narrow-gauge road.]

INCOME ACCOUNT.	
<i>General Exhibit for the Year.</i>	
Gross earnings from operation,	\$6,134 02
Less operating expenses,	5,435 58
INCOME FROM OPERATION,	\$698 44
Deductions from income:	
Interest on funded debt accrued during year,	\$600 00
Interest and discount on interest-bearing current liabilities,	19 75
TOTAL DEDUCTIONS FROM INCOME,	619 75
Surplus for year ending June 30, 1892,	78 69
Balance Profit and Loss Account June 30, 1891 (surplus),	2,641 73
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),	2,720 42
EARNINGS FROM OPERATION.	
Passenger:	
Passenger revenue,	\$5,445 90
Mail,	160 41
Freight:	
Freight revenue,	527 71
TOTAL PASSENGER AND FREIGHT EARNINGS,	\$6,134 02
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadway,	\$837 31
Renewals of rails,	450 00
Renewals of ties,	480 00
TOTAL,	\$1,767 31
Maintenance of equipment:	
Repairs and renewals of locomotives,	\$325 50
Repairs and renewals of passenger cars,	175 00
Repairs and renewals of freight cars,	30 00
TOTAL,	\$530 50

Conducting transportation :		
Wages of enginemen, firemen and roundhousemen,		\$720 25
Fuel for locomotives,		605 14
Water supplies for locomotives,		100 00
All other supplies for locomotives,		75 60
Wages of other trainmen,		472 58
All other train supplies,		27 20
Wages of station agents, clerks and laborers,		54 00
Station supplies,		20 00
TOTAL,		\$2,074 77
General expenses :		
Salaries of officers,		\$375 00
General office expenses and supplies,		275 00
Insurance,		90 00
Legal expenses,		275 00
Stationery and printing,		48 00
TOTAL,		\$1,063 00
Recapitulation of expenses :		
Maintenance of way and structures,		\$1,767 31
Maintenance of equipment,		530 50
Conducting transportation,		2,074 77
General expenses,		1,063 00
GRAND TOTAL,		\$5,435 58

General Balance Sheet June 30, 1892.

DR.		
Cost of road,	\$77,647 11	
Cost of equipment,	14,418 18	
TOTAL PERMANENT INVESTMENTS,		\$92,060 29
Cash,		154 63
Materials and supplies,		505 50
TOTAL,		\$92,720 42
CR.		
Capital stock,	\$80,000 00	
Funded debt,	10,000 00	
Profit and loss balance,	2,720 42	
TOTAL,		\$92,720 42

CAPITAL STOCK.

Capital stock authorized by charter,	\$100,000 00	
Capital stock authorized by votes of company,	80,000 00	
Capital stock issued (number of shares, 800); amount paid in,		\$80,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		80,000 00
Total number of stockholders,	12	
Number of stockholders in Massachusetts,	12	
Amount of stock held in Massachusetts,	\$80,000 00	

FUNDED DEBT.

Funded debt, as follows :		
Bonds due 1894, rate of interest 6 per cent.,		\$10,000 00

PASSENGER, FREIGHT AND TRAIN MILEAGE.	
Passenger traffic :	
Number of passengers carried earning revenue,	18,904
Number of passengers carried one mile,	207,944
Train mileage :	
Miles run by passenger trains,	9,284
Total train mileage,	9,284
Average number of persons employed,	15
Rates of fare :	
Average rate of fare per mile received for local tickets, .	3½ cents.
DESCRIPTION OF ROAD OWNED.	
Main line of road from Nantucket to Siasconset,	11.16 miles.
Main line of road in Massachusetts,	11.16 "
Total road belonging to this company,	11.16 "
Sidings and other tracks not before enumerated, . . . .	.80 "
Same in Massachusetts, . . . . .	.80 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	11.24 "
Same in Massachusetts,	11.24 "
Total miles of road belonging to this company,	11.16 "
Total miles of road operated by this company in Massachu- setts,	11.16 "
DESCRIPTION OF EQUIPMENT.	
Passenger locomotives,	2
Passenger cars,	4
Box freight cars (basis of 8 wheels),	3
GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	3
Number of crossings at which gates or flagman are maintained,	3

NAME AND RESIDENCE OF OFFICERS.

Jona. Dorr, *President*, Boston, Mass. P. H. Folger, *Superintendent*, Boston, Mass. John H. Norton, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Jona. Dorr, Boston, Mass. F. M. Libby, Boston, Mass. Geo. A. Goddard, Boston, Mass. J. H. Norton, Boston, Mass. P. H. Folger, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

NANTUCKET RAILROAD COMPANY,
31 MILK STREET, ROOM 36, BOSTON, MASS.

JONATHAN DORR,
JOHN H. NORTON,
PHILIP H. FOLGER,
Directors.
PHILIP H. FOLGER,
Superintendent.
JOHN H. NORTON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 4, 1892. Then personally appeared Jonathan Dorr, John H. Norton and Philip H. Folger, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ISAAC C. WYMAN,
Justice of the Peace.

REPORT
OF THE
TRUSTEE FOR THE BONDHOLDERS OF THE NANTASKET
BEACH RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Old Colony Railroad Company.]

INCOME ACCOUNT.	
General Exhibit for the Year.	
Income from lease of road (coupons presented to Old Colony Railroad and paid), .	\$6,250 00
TOTAL INCOME,	\$6,250 00
Interest on funded debt accrued,	6,250 00
General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$250,000 00
TOTAL,	\$250,000 00
CR.	
Funded debt,	\$250,000 00
TOTAL,	\$250,000 00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Pemberton to Old Colony House, .	6.933 miles.
Main line of road in Massachusetts,	6.933 "
Sidings and other tracks not before enumerated,	2.535 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK, .	9.468 "
Same in Massachusetts,	9.468 "
Total length of tracks laid with steel rails,	6.933 "

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	4
Number of crossings at which gates or flagman are maintained,	2
Number of crossings at which there are neither signals nor flagman,	2

ARTHUR W. MOORS,
Trustee for Bondholders of Nantasket Beach Railroad.

COMMONWEALTH OF MASSACHUSETTS.
SUFFOLK, ss. Oct. 25, 1892. Then personally appeared the above-named Arthur W. Moors, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

EDWARD PELHAM DODD,
Notary Public.

REPORT
OF THE
NASHUA, ACTON & BOSTON RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Concord & Montreal Railroad Company of New Hampshire.]

INCOME ACCOUNT. <i>General Exhibit for the Year.</i>	
Interest on funded debt accrued,	\$30,000 00
Deficit for year ending June 30, 1892,	30,000 00
Balance Profit and Loss Account June 30, 1891 (deficit), .	541,694 29
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (DEFICIT),	571,694 29
General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$1,057,031 20
Due from solvent companies and other individuals, . .	6,257 41
Profit and Loss balance,	571,694 29
TOTAL,	\$1,634,982 90
CR.	
Capital stock,	\$500,000 00
Funded debt,	500,000 00
Current liabilities :	
Loans and bills payable,	\$105,509 90
Matured interest coupons unpaid (including coupons due July 1),	529,473 00
TOTAL CURRENT LIABILITIES,	634,982 90
TOTAL,	\$1,634,982 90
CAPITAL STOCK.	
Capital stock authorized by charter,	\$600,000 00
Capital stock authorized by votes of company,	500,000 00
Capital stock issued (number of shares, 4,981); amount paid in,	\$498,100 00
Capital stock paid in on shares not issued (number of shares, 19),	1,900 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	500,000 00
Total number of stockholders,	177
Number of stockholders in Massachusetts,	90
Amount of stock held in Massachusetts,	\$86,600 00

FUNDED DEBT.	
Funded debt, as follows :—	
First mortgage bonds due 1896, rate of interest 6 per cent.,	\$500,000 00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Nashua, N. H., to North Acton, Mass.,	20.83 miles.
Main line of road in Massachusetts,	16.26 “
Main line of road in other States,	4.57 “
Sidings and other tracks not before enumerated,	4.30 “
Same in Massachusetts,	2.64 “
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	25.13 “
Same in Massachusetts,	18.90 “
Total length of tracks laid with steel rails,	20.83 “
[Weights per yard, 67 pounds.]	
Total miles of road operated by this company,	20.83 “
Total miles of road operated by this company in Massachu- setts,	16.26 “

LIST OF ACCIDENTS.								
	FROM CAUSES BE- YOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	1	2	1	2	1	2
Others, .	-	-	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

March 9, 1892. — Brakeman, foot injured.

March 11. — Brakeman, arm injured, coupling.

May 2. — Brakeman stepped in front of Old Colony Railroad train and was killed.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	18
Number of crossings of highways over railroad,	3
Number of highway bridges 18 feet above track,	3
Height of lowest bridge above the rail,	18 feet.
Number of crossings at which gates or flagman are maintained,	1
Number of crossings at which there are neither signals nor flagman,	17
Number of railroad crossings at grade (specifying each),	2
Boston & Maine Railroad, Southern Division; Worcester, Nashua & Portland Division.	
Number of railroad crossings over other railroads (specify- ing each),	1
Stony Brook Railroad.	

NAME AND RESIDENCE OF OFFICERS.

John C. Moulton, *President*, Laconia, N. H. T. A. Mackinnon, *General Manager*, Concord, N. H. D. C. Prescott, *General Freight Agent*, Concord, N. H. F. E. Brown, *General Passenger Agent*, Concord, N. H. F. D. Cook, *Treasurer*, Nashua, N. H. H. M. Cavis, *Clerk of Corporation*, Concord, N. H.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John C. Moulton, Laconia, N. H. B. A. Kimball, Concord, N. H. Edward H. Spalding, Wilton, N. H. Daniel R. Marshall, Nashua, N. H. Josiah L. Stevens, Manchester, N. H. Josiah M. Fletcher, Nashua, N. H. Frederick Smyth, Manchester, N. H. John H. Pearson, Concord, N. H. Elbridge P. Brown, Nashua, N. H. Charles Williams, Manchester, N. H. Geo. A. Wason, Nashua, N. H. J. F. Kennard, Manchester, N. H.

PROPER ADDRESS OF THE COMPANY.

NASHUA, ACTON & BOSTON RAILROAD COMPANY,
CONCORD, N. H.

JOHN C. MOULTON,
FREDERICK SMYTH,
B. A. KIMBALL,
JOHN H. PEARSON,
Directors.
F. D. COOK,
Treasurer.

STATE OF NEW HAMPSHIRE.

BELKNAP, ss. Oct. 4, 1892. Personally appeared the above-named John C. Moulton, and made oath that the foregoing statement by him subscribed is true, to the best of his knowledge and belief.

Before me,
E. A. HIBBARD,
Justice of the Peace.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. Oct. 4, 1892. Personally appeared the above-named Smyth, Kimball and Pearson, and made oath that the foregoing statement by them subscribed is true, to the best of their knowledge and belief.

Before me,
H. M. CAVIS,
Justice of the Peace.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Oct. 7, 1892. Then personally appeared Frank D. Cook, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

GEO. F. HAMMOND,
Justice of the Peace.

REPORT
OF THE
NASHUA & LOWELL RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Boston & Maine Railroad.]

INCOME ACCOUNT.		
<i>General Exhibit for the Year.</i>		
Income from lease of road,	\$73,000 00	
Interest on notes owned,	17,000 00	
Miscellaneous income, less expense,	242 50	
Interest accrued on loans (not collected),	350 00	
TOTAL INCOME,		\$90,592 50
Salaries and maintenance of organization,	\$1,619 11	
Interest on funded debt accrued,	17,000 00	
TOTAL DEDUCTIONS,		18,619 11
NET INCOME,		71,973 39
Dividends declared (9 per cent.),		70,000 00
Deficit for year ending June 30, 1892,		26 61
Balance Profit and Loss Account June 30, 1891 (surplus),		108,406 90
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),		108,380 29
General Balance Sheet June 30, 1892.		
	Dr.	
Cost of road,	\$684,867 07	
Cost of equipment,	218,242 95	
Bonds,	300,000 00	
TOTAL PERMANENT INVESTMENTS,		\$1,203,110 02
Cash,	\$2,405 27	
Due from solvent companies and other individuals,	5,350 00	
TOTAL CASH AND CURRENT ASSETS,		7,755 27
TOTAL,		\$1,210,865 29

CR.		
Capital stock,		\$800,000 00
Funded debt,		300,000 00
Current liabilities :		
Dividends not called for,	\$1,936 00	
Matured interest coupons unpaid (including coupons due July 1),	549 00	
TOTAL CURRENT LIABILITIES,		2,485 00
Profit and Loss balance,		108,380 29
TOTAL,		\$1,210,865 29

CAPITAL STOCK.

Capital stock authorized by charter,	\$800,000 00
Capital stock authorized by votes of company,	800,000 00
Capital stock issued (number of shares, 8,000); amount paid in,	\$800,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	800,000 00
Total number of stockholders,	394
Number of stockholders in Massachusetts,	178
Amount of stock held in Massachusetts,	\$507,300 00

FUNDED DEBT.

Funded debt, as follows :	
Gold bonds due Aug. 1, 1893, rate of interest 6 per cent.,	\$200,000 00
Interest paid on same during year,	\$12,000 00
Bonds due July 1, 1900, rate of interest 5 per cent.,	100,000 00
Interest paid on same during year,	\$5,000 00
TOTAL AMOUNT OF FUNDED DEBT,	\$300,000 00

DESCRIPTION OF ROAD OWNED.

Main line of road from Nashua, N. H., to Lowell, Mass.,	14.50 miles.
Main line of road in Massachusetts,	9.25 "
Main line of road in New Hampshire,	5.25 "
Double track on main line,	14.50 "
Same in Massachusetts,	9.25 "
Total road belonging to this company,	14.50 "
Sidings and other tracks not before enumerated,	10.33 "
Same in Massachusetts,	5.37 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	39.33 "
Same in Massachusetts,	23.87 "
Total length of tracks laid with steel rails,	39.33 "

GENERAL INFORMATION.

*Highway and Railroad Crossings in Massachusetts on Miles
of Road owned.*

Number of crossings of highways at grade,	5
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	1
Number of highway bridges 18 feet above track,	1
Number of highway bridges less than 18 feet above track,	1
Height of lowest bridge above the rail,	17 ft. 11 in.
Number of crossings at which gates or flagman are maintained,	1
Number of crossings at which there are neither signals nor flagman,	4

NAME AND RESIDENCE OF OFFICERS.

Francis A. Brooks, *President*, Boston, Mass. W. W. Bailey, *Treasurer*, Nashua, N. H. W. A. Lovering, *Clerk of Corporation*, Nashua, N. H.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

F. A. Brooks, Boston, Mass. G. K. Richardson, Boston, Mass. C. E. A. Bartlett, Chelmsford, Mass. W. W. Bailey, Nashua, N. H.

PROPER ADDRESS OF THE COMPANY.

NASHUA & LOWELL RAILROAD CORPORATION,
NASHUA, N. H.

F. A. BROOKS,
C. E. A. BARTLETT,
W. W. BAILEY,
Directors.
W. W. BAILEY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 7, 1892. Then personally appeared C. E. A. Bartlett and W. W. Bailey, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

A. L. KNIGHT,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 7, 1892. Then personally appeared Francis A. Brooks, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

ALFRED S. HALL,
Justice of the Peace.

DESCRIPTION OF ROAD OWNED.	
Main line of road from Bradford, Mass., to Newburyport, Mass., and from Georgetown, Mass., to Danvers, Mass.,	26.979 miles.
Main line of road in Massachusetts,	26.979 "
Total road belonging to this company,	26.979 "
Sidings and other tracks not before enumerated,	4.446 "
Same in Massachusetts,	4.446 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	31.425 "
Same in Massachusetts,	31.425 "
Total length of tracks laid with steel rails,	27.998 "
[Weights per yard, 60 pounds.]	
GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	28
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	2
Number of highway bridges less than 18 feet above track,	1
Height of lowest bridge above the rail,	14½ feet.
Number of crossings at which gates or flagman are maintained,	16
Number of crossings at which there are neither signals nor flagman,	12

NAME AND RESIDENCE OF OFFICERS.

Frank Jones, *President*, Portsmouth, N. H. Wm. J. Hobbs, *Auditor*, Malden, Mass. Amos Blanchard, *Treasurer*, Andover, Mass. Sigourney Butler, *Clerk of Corporation*, Quincy, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Frank Jones, Portsmouth, N. H. Samuel C. Lawrence, Medford, Mass. Amos Paul, South Newmarket, N. H. Richard Olney, Boston, Mass. Jos. S. Ricker, Deering, Me. Asa P. Potter, Boston, Mass. * Jas. T. Furber, Great Falls, N. H.

PROPER ADDRESS OF THE COMPANY.

NEWBURYPORT RAILROAD,

BOSTON, MASS.

FRANK JONES,
J. S. RICKER,
RICHARD OLNEY,
SAMUEL C. LAWRENCE,
Directors.
AMOS BLANCHARD,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. July 27, 1892. Then personally appeared Frank Jones, Samuel C. Lawrence, J. S. Ricker, Richard Olney and Amos Blanchard, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SIGOURNEY BUTLER,

Justice of the Peace.

REPORT
OF THE
NEWBURYPORT CITY RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Boston & Maine Railroad.]

INCOME ACCOUNT.

General Exhibit for the Year.

Income from lease of road,	. . . . .	\$6,000 00	
Miscellaneous income, less expense,	. . . . .	1,015 16	
TOTAL INCOME,	. . . . .	. . . . .	\$7,015 16
Salaries and maintenance of organization,	. . . . .	\$202 00	
Interest on funded debt accrued,	. . . . .	1,750 00	
Taxes,	. . . . .	848 65	
TOTAL DEDUCTIONS,	. . . . .	. . . . .	2,800 65
NET INCOME,	. . . . .	. . . . .	4,214 51
Dividends declared (1½ per cent.),	. . . . .	. . . . .	1,212 50
Surplus for year ending June 30, 1892,	. . . . .	. . . . .	3,002 01
Balance Profit and Loss Account June 30, 1891 (surplus),	. . . . .	. . . . .	20,267 57
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),	. . . . .	. . . . .	23,269 58

General Balance Sheet June 30, 1892.

DR.

[illegible]

CR.

Capital stock,	.	.	.	.	.	.	.	.	.	\$97,000	00
Funded debt,	.	.	.	.	.	.	.	.	.	25,000	00
Profit and Loss balance,	.	.	.	.	.	.	.	.	.	23,269	58
TOTAL,	.	.	.	.	.	.	.	.	.	\$145,269	58

CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$100,000 00
Capital stock authorized by votes of company, . . .	100,000 00
Capital stock issued (number of shares, 970); amount paid in,	\$97,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY, . . .	97,000 00
Total number of stockholders,	29
Number of stockholders in Massachusetts,	28
Amount of stock held in Massachusetts,	\$96,000 00
FUNDED DEBT.	
Funded debt, as follows:	
Bonds due 1892, rate of interest 7 per cent.,	\$25,000 00
Interest paid on same during year,	\$1,750 00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Boston & Maine Railroad crossing to city wharf,	2.08 miles.
Main line of road in Massachusetts,	2.08 "
Double track on main line, . . . . .	.15 "
Same in Massachusetts, . . . . .	.15 "
Total road belonging to this company,	2.08 "
Sidings and other tracks not before enumerated,	1.80 "
Same in Massachusetts,	1.80 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	4.03 "
Same in Massachusetts,	4.03 "
GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	4
Number of crossings of highways over railroad,	3
Number of highway bridges 18 feet above track,	3
Number of crossings at which gates or flagman are maintained,	2
Number of crossings at which there are neither signals nor flagman,	2

NAME AND RESIDENCE OF OFFICERS.

Albert Currier, *President*, Newburyport, Mass. A. W. Greenleaf, *Treasurer and Clerk of Corporation*, Newburyport, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Orrin J. Gurney, Mayor, Newburyport, Mass. Albert Currier, Newburyport, Mass. Moses H. Fowler, Newburyport, Mass. Henry M. Cross, Newburyport, Mass. P. H. Blumpey, Newburyport, Mass. Henry B. Little, Newburyport, Mass. Hale Knight, Newbury, Mass.

PROPER ADDRESS OF THE COMPANY.

NEWBURYPORT CITY RAILROAD COMPANY,

NEWBURYPORT, MASS.

ORRIN J. GURNEY, MAYOR,
ALBERT CURRIER,
MOSES H. FOWLER,
HALE KNIGHT,
P. H. BLUMPEY,
H. B. LITTLE,

Directors.

ALBERT W. GREENLEAF,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Aug. 30, 1892. Then personally appeared Orrin J. Gurney, Mayor, Albert Currier, Moses H. Fowler, Hale Knight, P. H. Blumpey and H. B. Little, a majority of board of directors, and Albert W. Greenleaf, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE H. STEVENS,

Justice of the Peace.

REPORT

OF THE

NEW HAVEN & NORTHAMPTON COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the New York, New Haven & Hartford Railroad Company.]

INCOME ACCOUNT.

General Exhibit for the Year.

Income from lease of road:				
For interest on bonds,			\$233,000 00	
Dividend on stock,			49,200 00	
Rent Holyoke & Westfield Railroad, viz.:				
Interest,	\$11,600 00			
Pro earnings,	19,646 54			
			31,246 54	
Sinking fund (two payments),			15,000 00	
Dividends on stocks owned:				
Four per cent. on \$20,000 Holyoke & Westfield R.R.,	\$800 00			
Five per cent. on \$1,000 Southington Water Company,	50 00			
			850 00	
TOTAL INCOME,				\$329,296 54
Salaries and maintenance of organization,			\$744 80	
Interest on funded debt accrued,			233,000 00	
Rent of Holyoke & Westfield Railroad,			31,246 54	
TOTAL DEDUCTIONS,				264,991 34
NET INCOME,				\$64,305 20
Dividends declared (2 per cent.),				49,200 00
NOTE: Added to sinking fund, \$15,000; same credited to Profit and Loss.				
Surplus for year ending June 30, 1892,				15,105 20
Balance Profit and Loss Account June 30, 1891 (surplus),*				423,423 53
TOTAL PROFIT AND LOSS ACCOUNT (SURPLUS),				\$438,528 73
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),				438,528 73

* Amount reported, 1891, \$408,423.53; sinking fund (income omitted), \$15,000.

General Balance Sheet June 30, 1892.

DR.

Cost of road,	\$5,731,586 62	
Cost of equipment,	850,430 62	
Stock of Holyoke & Westfield Railroad Com- pany,	20,000 00	
Stock of Southington Water Company,	1,000 00	
TOTAL PERMANENT INVESTMENTS,		\$6,603,017 24
Cash,		511 49
Sinking fund,		195,000 00
TOTAL,		\$6,798,528 73

CR.

Capital stock,	\$2,460,000 00
Funded debt,	3,900,000 00
Profit and Loss balance,	438,528 73
TOTAL,	\$6,798,528 73

Contingent Liabilities.

PRESENT OR CURRENT LIABILITIES NOT INCLUDED IN THE
BALANCE SHEET.

Bonds guaranteed by this company or a lien on its road, viz. : Four per cent. bonds Holyoke & Westfield Railroad Com- pany,	\$200,000 00
Six per cent bonds Holyoke & Westfield Railroad Com- pany,	60,000 00

CAPITAL STOCK.

Capital stock authorized by charter,	\$5,000,000 00
Capital stock authorized by votes of company,	2,600,000 00
Capital stock issued (number of shares, 24,600) ; amount paid in,	\$2,460,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	\$2,460,000 00
Total number of stockholders,	236
Number of stockholders in Massachusetts,	32
Amount of stock held in Massachusetts,	\$120,000 00

FUNDED DEBT.

Funded debt, as follows : First mortgage bonds due 1899, rate of interest 7 per cent., Interest paid on same during year,	\$1,300,000 00
Mortgage and sinking fund bonds due 1909, rate of interest 6 per cent.,	1,200,000 00
Interest paid on same during year,	\$72,000 00
Northern extension bonds due 1911, rate of interest 5 per cent.,	700,000 00
Interest paid on same during year,	\$35,000 00

Funded debt— <i>Concluded.</i>	
Convertible bonds (no mortgage) due 1896, rate of interest 5 per cent.,	\$700,000 00
Interest paid on same during year,	\$35,000 00
TOTAL AMOUNT OF FUNDED DEBT,	\$3,900,000 00
DESCRIPTION OF ROAD OWNED.	
Main line of road from New Haven, Conn., to Conway Junction, Mass.,	94.64 miles.
Main line of road in Massachusetts,	43.38 "
Main line of road in Connecticut,	51.26 "
Branches owned by company, viz.:	
Farmington, Conn., to New Hartford, Conn. (single track),	14.09 "
Northampton, Mass., to Williamsburg, Mass. (single track),	7.51 "
South Deerfield, Mass., to Turner's Falls, Mass. (single track),	10.07 "
Total length of branches owned by company,	31.67 "
Total length of branches owned by company in Massachusetts,	17.58 "
Total length of branches owned by company in Connecticut,	14.09 "
Total road belonging to this company,	126.31 "
Sidings and other tracks not before enumerated,	41.34 "
Same in Massachusetts,	19.13 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	167.65 "
Same in Massachusetts,	80 09 "
Total length of tracks laid with steel rails,	143.90 "
[Weights per yard, 60 to 73½ pounds, main line; 50 to 60 pounds, sidings.]	
GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	47
Number of crossings of highways over railroad,	19
Number of crossings of highways under railroad,	24
Number of highway bridges 18 feet above track,	15
Number of highway bridges less than 18 feet above track,	4
Number of crossings at which gates or flagman are maintained,	4
Number of crossings at which electric signals are maintained,	1
Number of crossings at which there are neither signals nor flagman,	42
Number of railroad crossings at grade (specifying each),	1
Boston & Albany at Westfield.	

NAME AND RESIDENCE OF OFFICERS.

Charles N. Yeamans, *President*, Westfield, Mass. * Edward M. Reed, *Vice-President*, New Haven, Conn. Edward A. Ray, *Treasurer and Clerk of Corporation*, New Haven, Conn.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles N. Yeamans, Westfield, Mass. George J. Brush, New Haven, Conn. Daniel Trowbridge, New Haven, Conn. Horatio G. Knight, Easthampton, Mass. * Edward M. Reed, New Haven, Conn. Charles M. Pond, Hartford, Conn. Ezekiel H. Trowbridge, New Haven, Conn. Charles P. Clark, New Haven, Conn. A. Heaton Robertson, New Haven, Conn.

* Died Feb. 13, 1892.

PROPER ADDRESS OF THE COMPANY.

THE NEW HAVEN & NORTHAMPTON COMPANY,

No. 19 UNION DEPOT, NEW HAVEN, CONN.

CHAS. N. YEAMANS,
GEO. J. BRUSH,
E. H. TROWBRIDGE,
A. HEATON ROBERTSON,
CHARLES P. CLARK,
EDWARD A. RAY,
Directors.
Treasurer.

COMMONWEALTH OF CONNECTICUT.

COUNTY OF NEW HAVEN, SS. Sept. 20, 1892. Then personally appeared Chas. N. Yeamans, Geo. J. Brush, E. H. Trowbridge, A. Heaton Robertson, and Charles P. Clark, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

A. S. MAY,
Notary Public.

REPORT

OF THE

NEW LONDON NORTHERN RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Consolidated Railroad Company of Vermont.]

INCOME ACCOUNT (LESSEE'S ACCOUNT).				
<i>General Exhibit for the Year.</i>				
Gross earnings from operation,	.	.	.	\$658,104 96
Less operating expenses,	.	.	.	417,349 63
Income from operation,	.	.	.	<u>240,755 33</u>
Rent of buildings, etc.,	.	.	.	12,020 14
TOTAL INCOME,	.	.	.	<u>\$252,775 47</u>
Deductions from income:				
Interest and discount on interest-bearing current liabilities,	.	.	.	\$2,941 34
Taxes,	.	.	.	27,501 42
Rentals,	.	.	.	172,544 47
TOTAL DEDUCTIONS FROM INCOME,	.	.	.	<u>\$202,987 23</u>
Surplus for year ending June 30, 1892,	.	.	.	49,788 24
INCOME ACCOUNT (LESSOR'S ACCOUNT).				
<i>General Exhibit for the Year.</i>				
Income from lease of road,	.	.	.	\$227,128 67
Premium on bonds issued,	.	.	.	5,877 00
Accrued interest on same,	.	.	.	6,505 86
Miscellaneous income, less expense,	.	.	.	1,245 83
TOTAL INCOME,	.	.	.	<u>\$240,757 36</u>
Salaries and maintenance of organization,	.	.	.	\$2,700 00
Interest on funded debt accrued,	.	.	.	79,725 00
Interest and discount on interest-bearing current liabilities,	.	.	.	1,204 88
Taxes,	.	.	.	141 39
Yantic station,	.	.	.	606 97
Rent, Palmer depot,	.	.	.	5,250 00
Tracks at New London,	.	.	.	5,980 61
New iron bridge at Miller's Falls,	.	.	.	12,186 40
Legal expenses, insurance and miscellaneous,	.	.	.	4,725 06
TOTAL DEDUCTIONS,	.	.	.	<u>\$112,520 31</u>
NET INCOME,	.	.	.	128,237 05
Dividends declared (7 and 8 per cent.),	.	.	.	108,750 00
Surplus for year ending June 30, 1892,	.	.	.	19,487 05
Balance Profit and Loss Account June 30, 1891 (surplus),	.	.	.	520,316 36
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),	.	.	.	539,803 41

EARNINGS FROM OPERATION (LESSEE’S ACCOUNT).

ITEMS.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger revenue,	\$245,738 08		
Less repayments:			
Tickets redeemed, . . . . .	. . . . .	\$68 58	
Excess fares refunded, . . . . .	. . . . .	2,789 09	
Total deductions, . . . . .	. . . . .	\$2,857 67	
TOTAL PASSENGER REVENUE, . . . . .	. . . . .	. . . . .	\$242,880 41
Mail,	\$12,768 18		
Express,	10,225 89		
Extra baggage and storage,	1,424 83		24,418 90
TOTAL PASSENGER EARNINGS, . . . . .	. . . . .	. . . . .	\$267,299 31
Freight:			
Freight revenue,	\$393,144 33		
Less repayments:			
Overcharge to shippers, . . . . .	. . . . .	\$2,338 68	
TOTAL FREIGHT REVENUE, . . . . .	. . . . .	. . . . .	390,805 65
TOTAL GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$658,104 96

OPERATING EXPENSES (LESSEE’S ACCOUNT).

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	TOTAL.
Maintenance of way and structures:			
Repairs of roadway,	\$30,975 07	\$28,592 38	\$59,567 45
Repairs of bridges and culverts,	12,980 40	11,981 90	24,962 30
Repairs of fences, road-crossings, signs and cattle guards,	709 90	655 30	1,365 20
Repairs of buildings,	970 52	895 87	1,866 39
Other expenses,	970 17	895 54	1,865 71
TOTAL,	\$46,606 06	\$43,020 99	\$89,627 05
Maintenance of equipment:			
Repairs and renewals of locomotives,	\$14,288 95	\$13,189 80	\$27,478 75
Repairs and renewals of passenger cars,	8,143 07	-	8,143 07
Repairs and renewals of freight cars,	-	9,349 80	9,349 80
Shop machinery, tools, etc.,	411 77	380 09	791 86
Other expenses,	154 99	143 06	298 05
TOTAL,	\$22,998 78	\$23,062 75	\$46,061 53
Conducting transportation:			
Wages of enginemen, firemen and roundhouse- men,	\$21,291 62	\$19,653 81	\$40,945 43
Fuel for locomotives,	39,729 20	36,673 10	76,402 30
Water supplies for locomotives,	627 67	579 39	1,207 06
All other supplies for locomotives,	2,128 32	1,964 61	4,092 93
Wages of other trainmen,	18,216 73	16,815 45	35,032 18
All other train supplies,	962 50	888 47	1,850 97
Wages of switchmen, flagmen and watchmen, Expense of telegraph, including train despatch- ers and operators,	4,024 01	3,714 47	7,738 48
Wages of station agents, clerks and laborers,	2,295 63	2,119 05	4,414 68
Station supplies,	32,031 04	29,567 11	61,598 15
Car mileage, balances,	2,350 91	2,170 07	4,520 98
Loss and damage,	-	25,309 81	25,309 81
Injuries to persons,	-	1,799 22	1,799 22
Other expenses,	130 00	-	130 00
TOTAL,	500 38	461 89	962 27
TOTAL,	\$124,288 01	\$141,716 45	\$266,004 46

* See foot-note, page 176.

OPERATING EXPENSES (LESSEE'S ACCOUNT) — Concluded.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	Total.
General expenses :			
Salaries of officers,	\$2,749 09	\$2,537 63	\$5,286 72
General office expenses and supplies,	41 67	38 47	80 14
Agencies, including salaries and rent,	395 84	365 39	761 23
Advertising,	277 22	255 90	533 12
Insurance,	556 29	513 49	1,069 78
Legal expenses,	699 84	646 01	1,345 85
Stationery and printing,	3,083 04	2,845 88	5,928 92
Other general expenses,	338 43	312 40	650 83
TOTAL,	\$8,141 42	\$7,515 17	\$15,656 59
Recapitulation of expenses :			
Maintenance of way and structures,	\$46,606 06	\$43,020 99	\$89,627 05
Maintenance of equipment,	22,998 78	23,062 75	46,061 53
Conducting transportation,	124,288 01	141,716 45	266,004 46
General expenses,	8,141 42	7,515 17	15,656 59
GRAND TOTAL,	\$202,034 27	\$215,315 36	\$417,349 63
Percentage of operating expenses to earnings, . . . . .	. . . . .	. . . . .	.63

General Balance Sheet June 30, 1892.
(Lessor's Account).

DR.			
Cost of road,	\$2,953,336 72		
Cost of equipment,	248,420 44		
Bonds of Brattleborough & Whitehall Railroad,	150,000 00		
Steamboat property,	93,170 00		
TOTAL PERMANENT INVESTMENTS,			\$3,444,927 16
Cash,			85,745 37
Debit items,			49,684 40
Profit and Loss balance,			49,684 40
TOTAL,			\$3,580,356 93
CR.			
Capital stock,			\$1,500,000 00
Funded debt,			1,500,000 00
Current liabilities :			
Loans and bills payable,	\$25,000 00		
Audited vouchers and accounts,	142 18		
Dividends not called for,	1,062 00		
Matured interest coupons unpaid,	2,349 34		
Seven per cent. bonds,	12,000 00		
TOTAL CURRENT LIABILITIES,			\$40,553 52
Profit and Loss balance,			539,803 41
TOTAL,			\$3,580,356 93

* The items in these columns which are not directly chargeable to either passenger or freight business are to be apportioned between the two on the basis of train mileage as prescribed by the Interstate Commerce Commission. The result, therefore, is not accurate, but only approximate, and this fact must be borne in mind in drawing conclusions therefrom.

CAPITAL STOCK.

Capital stock authorized by charter,	\$2,000,000 00	
Capital stock authorized by votes of company,	1,500,000 00	
Capital stock issued (number of shares, 15,000); amount paid in,		\$1,500,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		1,500,000 00
Total number of stockholders,	326	
Number of stockholders in Massachusetts,	91	
Amount of stock held in Massachusetts,	\$426,000 00	

FUNDED DEBT.

Funded debt, as follows:

Consolidated bonds due 1910, rate of interest 5 per cent.,		\$812,000 00
Interest paid on same during year,	\$40,600 00	
Consolidated bonds due 1910, rate of interest 4 per cent.,		300,000 00
Interest paid on same during year,	\$12,000 00	
Consolidated bonds due 1910, rate of interest 4 per cent.,		388,000 00
(Issued June 1, to retire second mortgage 7 per cent. bonds)		
Interest paid on second mortgage 7 per cent. bonds, retired June 1,	\$27,125 00	
TOTAL AMOUNT OF FUNDED DEBT,		\$1,500,000 00

PASSENGER, FREIGHT AND TRAIN MILEAGE.

(Lessee's Account.)

Passenger traffic:

Number of passengers carried earning revenue,	613,989
Number of passengers carried one mile,	9,234,293
Average distance carried,	15 039 miles.
Total passenger revenue,	\$242,880 41
Average amount received from each passenger,	39 05 cents.
Average receipts per passenger per mile,	2 63 "
Estimated cost of carrying each passenger one mile,*	2 18 "
Passenger earnings per mile of road,	\$2,428 80
Passenger earnings per train mile,	82 03 cents.

Freight traffic:

Number of tons carried of freight earning revenue,	555,879
Number of tons carried one mile,	30,847,465
Average distance haul of one ton,	55.4 miles.
Total freight revenue,	\$390,805 65
Average amount received for each ton of freight,	70.3 cents.
Average receipts per ton per mile,	1.2 "
Estimated cost of carrying one ton one mile,*	6.2 "
Freight earnings per mile of road,	\$3,908 05
Freight earnings per train mile,	\$1 58.7

Train mileage:

Miles run by passenger trains,	271,090
Miles run by freight trains,	246,248
Total mileage trains earning revenue,	517,338
Miles run by switching trains,	150,163
Miles run by construction and other trains,	5,312
Total train mileage,	672,813
Average number of freight cars in train,	30
Average number of loaded cars in train,	20
Average number of empty cars in train,	10
Average number of tons of freight in train,	130
Average number of tons of freight in each loaded car,	6.5
Average number of persons employed,	540

* See note under "Operating Expenses."

Rates of fare :		
Average rate of fare per mile received for local tickets, .	2.87 cents.	
Average rate of fare per mile received for commutation tickets,	1.18 "	
Average rate of fare per mile received for mileage tickets, .	2.006 "	
Average rate of fare per mile received for season tickets, .	.77 "	
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies,	2.36 "	
Rates of freight :		
Average rate per ton per mile received from freight way-billed local,	2.72 "	
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies,	1.13 "	
DESCRIPTION OF ROAD OWNED.		
Main line of road from New London to Brattleborough, .	121 miles.	
Main line of road in Massachusetts,	55 "	
Main line of road in Connecticut,	56 "	
Main line of road in Vermont,	10 "	
Total road belonging to this company :		
(Vermont & Massachusetts, 21 ; New London Northern, 100),	121 "	
Sidings and other tracks not before enumerated,	38.9 "	
Same in Massachusetts,	13.6 "	
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	159.9 "	
Same in Massachusetts,	68.6 "	
Total length of tracks laid with steel rails,	121 "	
[Weights per yard, 56 and 60 pounds.]		
Total miles of road operated by Lessees,	100	
Total miles of road operated by Lessees in Massachusetts, .	55	
Number of stations in Massachusetts on all roads operated by Lessees,	19	
Number of telegraph offices in same,	10	
Number of stations on all roads owned by this company, .	45	
Same in Massachusetts,	19	

DESCRIPTION OF EQUIPMENT.

	Number Owned.	Total Number.	Maximum Weight.	Average Weight.	Number Equipped with Train Brake.	Number Equipped with Driving Wheel Brake.	Number Equipped with Patent Coupler.
Locomotives :			Tons.	Tons.			
Passenger,	14	14	50	45	14	-	-
Freight,	15	15	75	65	4	4	-
TOTAL,	29	29	-	-	18	4	-
Passenger cars,	16	16	30	22	16	-	16
Combination cars,	7	7	25	18	7	-	7
Baggage, mail and express cars, .	5	5	25	17	5	-	5
TOTAL,	28	28	-	-	28	-	28
Box freight cars (basis of 8 wheels), .	135	135	10	8	-	-	-
Coal freight cars (basis of 8 wheels), .	42	42	8	8	-	-	-
Flat freight cars (basis of 8 wheels), .	230	230	8	8	-	-	-
TOTAL,	407	407	-	-	-	-	-

DESCRIPTION OF EQUIPMENT—Concluded.

	Number Owned.	Total Number.	Maximum Weight.	Average Weight.	Number Equipped with Train Brake.	Number Equipped with Driving-Wheel Brake.	Number Equipped with Patent Coupler.
Cars in company's service:			Tons.	Tons.			
Derrick cars,	2	2	5	-	-	-	-
Caboose cars,	8	8	5	5	-	-	-
Other road cars,	2	2	8	6	-	-	-
TOTAL,	12	12	-	-	-	-	-

Number of cars in passenger equipment with 8 wheels fitted with
brakes for all wheels, 28

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1	-	3
Employees,	-	1	-	2	-	3	1	19
Others, .	-	-	-	1	-	1	2	1

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

Sept. 3, 1891. — Miss M. A. Allen, one of a party of four, attempted to drive across the track, when an engine struck the carriage, throwing her out and bruising her back.

Jan. 4, 1892. — W. R. Brown injured his head while coupling cars.

January 9. — Mrs. John Lynch claims that a mail bag was thrown against her from a moving train, throwing her down, and injuring her back.

February 27. — W. R. Brown injured his hand while coupling cars.

April 1. — C. H. Burns was caught between two cars, injuring his back.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	39
Number of crossings of highways over railroad,	6
Number of crossings of highways under railroad,	15
Number of highway bridges 18 feet above track,	3
Number of highway bridges less than 18 feet above track,	3
Height of lowest bridge above the rail,	17 ft. 6 in.
Number of crossings at which gates or flagman are maintained,	1
Number of crossings at which there are neither signals nor flagman,	38

Number of railroad crossings at grade (specifying each), Boston & Albany at Palmer and Barrett's Junction.	2
Number of railroad crossings over other railroads (specifying each), Fitchburg at Miller's Falls.	1
Number of railroad crossings under other railroads (specify- ing each), Central Massachusetts near Belchertown.	1

NAME AND RESIDENCE OF OFFICERS.

Robert Coit, *President and Treasurer*, New London, Conn. Augustus Brandegee, *General Counsel*, New London, Conn. M. M. Reynolds, *Auditor*, St. Albans, Vt. C. F. Spaulding, *Superintendent*, New London, Conn. L. A. Emerson, *Freight Traffic Manager*, St. Albans, Vt. S. W. Cummings, *General Passenger Agent*, St. Albans, Vt. J. A. Southard, *Clerk of Corporation*, New London, Conn.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Robert Coit, New London, Conn. Augustus Brandegee, New London, Conn. Jonathan N. Harris, New London, Conn. Benjamin Stark, New London, Conn. C. A. Williams, New London, Conn. Thomas Ramsdell, Windham, Conn. C. H. Osgood, Norwich, Conn. James A. Rumrill, Springfield, Mass. Thomas B. Eaton, Worcester, Mass.

PROPER ADDRESS OF THE COMPANY.

NEW LONDON NORTHERN RAILROAD COMPANY,
NEW LONDON, CONN.

ROBT. COIT,
AUG. BRANDEGEE,
Directors.
C. F. SPAULDING,
Superintendent.
ROBT. COIT,
Treasurer.

STATE OF CONNECTICUT.

NEW LONDON, ss. Sept. 6, 1892. Then personally appeared Robert Coit, Augustus Brandegee and C. F. Spaulding, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JUSTUS A. SOUTHARD,
Notary Public.

REPORT
OF THE
NEW YORK & BOSTON INLAND RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[This company was organized and obtained certificate of incorporation dated Jan. 17, 1883, and has also filed with the Secretary of State, certificate* of the Railroad Commissioners dated Jan. 14, 1885, that the law had been complied with.]

General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$135,710 00
Due from solvent companies and other individnals,	4,500 00
TOTAL,	\$140,210 00
CR.	
Capital stock,	\$52,500 00
Common : { first assessment, \$43,730 00	
{ second assessment, 43,730 00	
	87,460 00
TOTAL CAPITAL STOCK,	\$139,960 00
Current liabilities :	
Loans and bills payable,	250 00
TOTAL,	\$140,210 00
CAPITAL STOCK.	
Capital stock authorized by charter,	\$500,000 00
Capital stock authorized by votes of company,	500,000 00
Capital stock issued (number of shares, 525) ; amount paid in,	\$52,500 00
Capital stock paid in on shares not issued (number of shares, 4,475),	87,460 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	\$139,960 00

NAME AND RESIDENCE OF OFFICERS.
Geo. Cook, *President*, West Newton, Mass. Geo. C. Hill, *Treasurer*, Dorchester, Mass. E. D. Hewins, *Clerk of the Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.
Geo. Cook, West Newton, Mass. Geo. S. Forbush, Brookline, Mass. Jos. F. Bodwell, Hallowell, Me. Wm. Rotch, Boston, Mass. John H. Buttrick, Lowell, Mass. Henry E. Morgan, Milford, Mass. Geo. C. Hill, Dorchester,

* P. S. ch. 112, § 86.

Mass. Wm. M. Thayer, Boston, Mass. Chas. H. Blood, Fitchburg, Mass.
Franklin Mead, Boston, Mass. Thomas N. Browne, New York, N. Y. E. D.
Hewins, Boston, Mass. Joseph Stone, Boston, Mass. H. A. Blood, Fitch-
burg, Mass.

PROPER ADDRESS OF THE COMPANY.

NEW YORK & BOSTON INLAND RAILROAD COMPANY,
No. 8 CONGRESS STREET, ROOM 23, BOSTON, MASS.

GEO. COOK,
FRANKLIN MEAD,
EDWD. D. HEWINS,
WM. ROTCH,
H. A. BLOOD,
CHAS. H. BLOOD,
WM. M. THAYER,
Directors.
GEO. COOK,
President.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 15, 1892. Then personally appeared Geo. Cook, E. D.
Hewins, Wm. Rotch, H. A. Blood, Chas. H. Blood and Wm. M. Thayer,
and severally made oath to the truth of the foregoing statement by them
subscribed, according to their best knowledge and belief.

Before me,

FRANKLIN MEAD,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 15, 1892. Then personally appeared Franklin Mead,
and made oath to the truth of the foregoing statement by him subscribed,
according to his best knowledge and belief.

Before me,

E. D. HEWINS,
Justice of the Peace.

REPORT

OF THE

NEW YORK & NEW ENGLAND RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

INCOME ACCOUNT.		
<i>General Exhibit for the Year.</i>		
Gross earnings from operation,	\$6,216,617 26	
Less operating expenses,	4,552,441 65	
Income from operation,		\$1,664,175 61
Miscellaneous income, less expenses:		
Boston Harbor transfer,	\$6,295 03	
Income from other sources,		6,295 03
TOTAL INCOME,		1,670,470 64
Deductions from income:		
Interest on funded debt accrued during year,	\$1,078,496 99	
Interest and discount on interest-bearing		
current liabilities,	19,490 04	
Taxes,	264,764 85	
Insurance,	22,309 23	
Rentals:		
Norwich & Worcester R. R.,	\$254,497 89	
Providence & Springfield		
Railroad,	66,249 25	
Woonsocket & Pascoag		
Railroad,	15,000 00	
Rhode Island & Massachu-		
setts Railroad,	20,000 00	
Boston & Albany Railroad,	6,381 29	
Rockville Railroad,	4,563 75	
Milford & Woonsocket R. R.,	8,019 38	
Milford, Franklin & Provi-		
dence Railroad,	5,346 23	
Newburgh, Dutchess & Con-		
necticut Railroad,	55,818 72	
New London Northern R. R.,	39,600 00	
	475,476 51	
Total deductions from income,		1,860,537 62
NET DEFICIT,		190,066 98
Dividends declared ($3\frac{1}{2}$ per cent.) on preferred		
stock,	\$115,500 00	
*Dividends declared ($3\frac{1}{2}$ per cent.) on preferred		
stock,	128,275 00	
TOTAL,		243,775 00
Deficit for year ending June 30, 1892,		433,841 98
Balance Profit and Loss Account June 30, 1891 (deficit),		417,773 54
TOTAL PROFIT AND LOSS ACCOUNT (DEFICIT),		851,615 52
Add: Debit for value of equipment destroyed in 1883, and		
renewed during the year,		1,071 50
Deduct: Credit for premium on preferred stock sold,		20,231 24
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (DEFICIT),		832,455 78

* Dividend No. 13 on preferred stock, due May 1, 1892; payment enjoined.

EARNINGS FROM OPERATION.

ITEMS.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger revenue,	\$2,190,199 36		
Less repayments:			
Tickets redeemed, . . . . .	. . . . .	\$6,950 15	
Excess fares refunded, . . . . .	. . . . .	15,075 30	
Total deductions, . . . . .	. . . . .	\$22,025 45	
TOTAL PASSENGER REVENUE, . . . . .	. . . . .	. . . . .	\$2,168,173 91
Mail, . . . . .	. . . . .	. . . . .	61,023 28
Express, . . . . .	. . . . .	. . . . .	161,597 45
Extra baggage and storage, . . . . .	. . . . .	. . . . .	19,977 90
Other items, . . . . .	. . . . .	. . . . .	23,238 92
TOTAL PASSENGER EARNINGS, . . . . .	. . . . .	. . . . .	\$2,434,011 46
Freight:			
Freight revenue,	\$3,637,614 60		
Less repayments:			
Overcharge to shippers, . . . . .	. . . . .	\$36,153 02	
TOTAL FREIGHT REVENUE, . . . . .	. . . . .	. . . . .	\$3,601,461 58
Elevators, . . . . .	. . . . .	. . . . .	190 40
Other items, . . . . .	. . . . .	. . . . .	75,754 34
TOTAL FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$3,677,406 32
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$6,111,417 78
Other earnings from operation:			
Switching charges, balance, . . . . .	. . . . .	. . . . .	\$25,954 97
Rentals not otherwise provided for, . . . . .	. . . . .	. . . . .	52,801 97
Other sources, . . . . .	. . . . .	. . . . .	26,442 54
TOTAL OTHER EARNINGS, . . . . .	. . . . .	. . . . .	\$105,199 48
TOTAL GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$6,216,617 26

OPERATING EXPENSES.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	Total.
Maintenance of way and structures:			
Repairs of roadway,	\$143,649 81	\$153,792 60	\$297,442 41
Renewals of rails,	133 95	143 40	277 35†
Renewals of ties,	44,280 86	47,407 43	91,688 29
Repairs of bridges and culverts,	16,658 79	17,835 03	34,493 82
Repairs of fences, road-crossings, signs and cattle guards,	8,758 97	9,377 42	18,136 39
Repairs of buildings,	16,164 32	18,175 00	34,339 32
Repairs of docks and wharves,	-	10,129 45	10,129 45
Repairs of telegraph,	4 12	4 41	8 53
TOTAL,	\$229,382 92	\$256,577 94	\$485,960 86
Maintenance of equipment:			
Repairs and renewals of locomotives,	\$90,138 56	\$184,163 09	\$274,301 65
Repairs and renewals of passenger cars,	81,897 60	-	81,897 60
Repairs and renewals of freight cars,	-	218,194 81	218,194 81
Repairs and renewals of ferry-boats, tugs, floats and barges,	-	3,878 66	3,878 66
Shop machinery, tools, etc.,	9,833 67	10,528 00	20,361 67
Other expenses,	9,515 95	10,187 84	19,703 79
TOTAL,	\$191,385 78	\$426,952 40	\$618,338 18

* See foot-note, page 185.

† Credits.

OPERATING EXPENSES—Concluded.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	Total.
Conducting transportation:			
Wages of enginemen, firemen and roundhousemen,	\$155,642 03	\$301,189 44	\$456,831 47
Fuel for locomotives,	232,151 85	524,470 57	756,622 42
Water supplies for locomotives,	18,540 60	19,849 71	38,390 31
All other supplies for locomotives,	8,480 98	12,311 46	20,792 44
Wages of other trainmen,	141,780 73	318,879 71	460,660 44
All other train supplies,	36,003 92	57,602 50	93,606 42
Wages of switchmen, flagmen and watchmen,	39,785 49	178,179 23	217,964 72
Expense of telegraph, including train despatchers and operators,	29,946 70	47,311 73	77,258 43
Wages of station agents, clerks and laborers,	153,630 74	419,441 32	573,072 06
Station supplies,	28,776 43	37,888 60	66,665 03
Car mileage—balances,	10,825 47	62,067 69	72,893 16
Loss and damage,	3,096 92	24,638 59	27,735 51
Injuries to persons,	20,581 47	37,451 27	58,032 74
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel and supplies,	-	45,178 23	45,178 23
TOTAL,	\$879,243 33	\$2,086,460 05	\$2,965,703 38
General expenses:			
Salaries of officers,	\$50,863 32	\$68,973 52	\$119,836 84
Salaries of clerks,	35,844 87	69,948 83	105,793 70
General office expenses and supplies,	6,326 31	6,773 00	13,099 31
Agencies, including salaries and rent,	3,202 83	15,409 87	18,612 70
Advertising,	28,503 44	636 77	29,140 21
Expense of fast freight lines,	-	12,788 44	12,788 44
Expense of traffic associations,	272 74	2,297 27	2,570 01
Expense of stock yards and elevators,	-	905 33	905 33
Rentals not otherwise provided for,	50,069 18	10,570 83	60,640 01
Legal expenses,	29,937 49	32,051 31	61,988 80
Stationery and printing,	20,586 59	36,477 29	57,063 88
TOTAL,	\$225,606 77	\$256,832 46	\$482,439 23
Recapitulation of expenses:			
Maintenance of way and structures,	\$229,382 92	\$256,577 94	\$485,960 86
Maintenance of equipment,	191,385 78	426,952 40	618,338 18
Conducting transportation,	879,243 33	2,086,460 05	2,965,703 38
General expenses,	225,606 77	256,832 46	482,439 23
GRAND TOTAL,	\$1,525,618 80	\$3,026,822 85	\$4,552,441 65
Percentage of operating expenses to earnings, . . . . .	. . . . .	. . . . .	73.23

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Grading and masonry,	\$32,115 69
Bridging,	32,388 94
Superstructure, including rails,	54,483 90
Lands, land damages and fences,	14,673 06
Passenger and freight stations, wood-sheds and water stations,	24,199 93
Engine-houses, car-sheds and turn-tables,	2,007 04
Machine shops,	2,305 00
Engineering, agencies, salaries and other expenses during construction,	2,451 63
TOTAL FOR CONSTRUCTION,	164,625 19
Locomotives (number, 10),	71,040 58
Parlor and sleeping cars (improvements),	479 43
Passenger, mail and baggage cars (improvements),	15,948 62
Freight and other cars (number, 2),	1,233 10
TOTAL FOR EQUIPMENT,	88,701 73

* The items in these columns which are not directly chargeable to either passenger or freight business are to be apportioned between the two on the basis of train mileage as prescribed by the Interstate Commerce Commission. The result, therefore, is not accurate, but only approximate, and this fact must be borne in mind in drawing conclusions therefrom.

Other expenditures charged to property account:	
Cable line between Wilson's Point and Oyster Bay, L. I., .	\$3,887 96
TOTAL CHARGES TO PROPERTY ACCOUNTS,	257,214 88
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Credit for improvement of freight cars transferred to operating expenses,	5,442 51
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR, .	\$251,772 37

General Balance Sheet June 30, 1892.	
Dr.	
Cost of road (estimated),	*\$34,698,720 32
Cost of equipment (estimated),	5,310,294 71
Stock of New England Terminal Company,	99,900 00
TOTAL PERMANENT INVESTMENTS,	\$40,108,915 03
Cash,	\$369,119 57
Due from agents,	399,241 22
Due from solvent companies and other individuals,	469,929 53
TOTAL CASH AND CURRENT ASSETS,	1,238,290 32
Other assets:	
Materials and supplies,	467,082 06
Debit balances, being taxes and expenditures undistributed,	88,011 73
Profit and Loss balance,	832,455 78
TOTAL,	\$42,734,754 92
Cr.	
Capital stock:	
Berdell bonds convertible,	\$202,000 00
Common stock,	19,798,000 00
Preferred,	3,665,000 00
TOTAL CAPITAL STOCK,	\$23,665,000 00
Funded debt,	17,218,835 00
Supplies transferred from Norwich & Worcester Railroad,	61,422 99
Current liabilities:	
Loans and bills payable,	\$333,114 86
Equipment notes,	81,703 43
Audited vouchers and accounts,	511,079 71
Wages and salaries,	71,560 04
Net traffic balances due to other companies,	113,909 69
Dividends unpaid,†	128,275 00
Matured interest coupons unpaid (including coupons due July 1),	331,715 00
Due companies and individuals,	9,583 87
TOTAL CURRENT LIABILITIES,	1,580,941 60
Accrued liabilities:	
Accrued rentals not yet due,	\$67,645 33
Accrued interest not yet due,	140,910 00
TOTAL ACCRUED LIABILITIES,	208,555 33
TOTAL,	\$42,734,754 92

* This amount represents the cost of the road to this company, but not the total cost of constructing it. It is based on the amount of the "Berdell bonds" and mortgage (\$20,000,000), which bonds, after foreclosure, became convertible into the stock of this company and upon the sum laid out by this company since that foreclosure in taking up underlying liens and completing and extending the road. The actual cost of constructing the road to the former owners, and, since acquiring its title, to this company, is largely in excess of the cost of the road to this company as above returned, as has been ascertained, pursuant to the laws of the State of Connecticut, by the President, Treasurer, and an engineer approved by the Railroad Commissioners of the State of Connecticut, in February, 1892, as an engineer to ascertain the cost of the construction of the road, the amount thus ascertained being between \$45,000,000 and \$50,000,000, exclusive of equipment, and considerably over \$50,000,000 including equipment.

† Dividend No. 13 on preferred stock, due May 1, 1892; payment enjoined.

CAPITAL STOCK.		
Capital stock authorized by charter :	{ Common, \$20,000,000 00 Preferred, 5,000,000 00	\$25,000,000 00
Capital stock authorized by votes of company :	{ Common, \$20,000,000 00 Preferred, 5,000,000 00	
Capital stock issued (number of shares, 19,798 common; 3,665 preferred), amount paid in,		23,463,000 00
Capital stock, Berdell bonds, convertible,		202,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		\$23,665,000 00
Total number of stockholders :	{ Preferred, 844 } { Common, 787 }	1,631
Number of stockholders in Massachusetts :	{ Preferred, 682 } { Common, 306 }	988
Amount of stock held in Massachusetts :	{ Preferred, \$2,770,900 00 Common, 1,282,800 00	4,053,700 00
FUNDED DEBT.		
Funded debt, as follows :		
First mortgage bonds due Jan. 1, 1905, rate of interest 7 per cent.,		\$6,000,000 00
First mortgage bonds due Jan. 1, 1905, rate of interest 6 per cent.,		4,000,000 00
Interest paid on same during year,	\$660,000 00	
Second mortgage bonds due Aug. 1, 1902, rate of interest 6 per cent.,		5,000,000 00
Interest paid on same during year,	\$290,840 00	
Boston Terminal first mortgage bonds due April 1, 1939, rate of interest 4 per cent.,		1,386,000 00
Interest paid on same during year,	\$55,440 00	
Mortgage notes, Curtis' wharf, due October, 1893, rate of interest 5 per cent.,		80,000 00
Interest charged on same during year,	\$4,000 00	
Mortgage notes, Curtis' wharf, due Feb. 10, 1888, rate of interest 4½ per cent.,		60,000 00
Interest paid on same during year,	\$2,700 00	
Mortgage notes, lands at Springfield, due July 10, 1893, rate of interest 5 per cent.,		17,500 00
Interest paid on same during year,	\$875 00	
Mortgage loans, lands at Hartford, due Nov. 30, 1875, rate of interest 6 per cent.,*		13,800 00
Mortgage loans, lands at Hartford, due Jan. 8, 1887, rate of interest 5 per cent.,*		3,000 00
Contract liabilities, Piper's wharf, due March 1, 1893, rate of interest 5½ per cent.,		200,000 00
Interest paid on same during year,	\$11,000 00	
Contract liabilities, equipment purchased of Milford & Woonsocket Railroad Company, due Oct. 1, 1892, rate of interest 6 per cent.,		22,625 00
Interest paid on same during year,	\$1,357 50	
Contract liabilities 1,000 freight cars, due Aug. 1, 1892-1897,		435,910 00
Interest paid during year,	\$48,215 47	
TOTAL AMOUNT OF FUNDED DEBT,		\$17,218,835 00

* Assumed by this company Jan. 19, 1892.

PASSENGER, FREIGHT AND TRAIN MILEAGE.

Passenger traffic :

Number of passengers carried earning revenue,	8,759,010
Number of passengers carried one mile,	103,732.457
Average distance carried,	11.842 miles.
Total passenger revenue,	\$2,168,173 91
Average amount received from each passenger,	24.754 cents.
Average receipts per passenger per mile,	2.090 "
Estimated cost of carrying each passenger one mile,*	1.471 "
Passenger earnings per mile of road,	\$4,791 17
Passenger earnings per train mile,	95.273 cents.

Freight traffic :

Number of tons carried of freight earning revenue,	3,272,110
Number of tons carried one mile,	311,058,995
Average distance haul of one ton,	95.0673 miles.
Total freight revenue,	\$3,601,461 58
Average amount received for each ton of freight,	\$1 10 065
Average receipts per ton per mile,	1.158 cents.
Estimated cost of carrying one ton one mile,* . . . . .	.973 cent.
Freight earnings per mile of road,	\$7,238 70
Freight earnings per train mile,	\$1 51.906

Train mileage :

Miles run by passenger trains,	2,270,539
Miles run by freight trains,	2,420,842
Miles run by mixed trains,	20,807
Total mileage trains earning revenue,	4,712,188
Miles run by switching trains,	1,089,312
Miles run by construction and other trains,	106,407
Total train mileage,	5,907,907
Mileage of loaded freight cars, north or east,	18,767,446
Mileage of loaded freight cars, south or west,	12,220,662
Mileage of empty freight cars, north or east,	3,928,070
Mileage of empty freight cars, south or west,	8,729,045
Average number of freight cars in train,	17.91
Average number of loaded cars in train,	12.72
Average number of empty cars in train,	5 19
Average number of tons of freight in train,	127.67
Average number of tons of freight in each loaded car,	10.38
Average number of persons employed,	4,658

Rates of fare :

Average rate of fare per mile received for local tickets,	2.004 cents.
Average rate of fare per mile received for commutation tickets,	1.591 "
Average rate of fare per mile received for mileage tickets,	2 "
Average rate of fare per mile received for season tickets, . . . . .	.776 cent.
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies,	2.398 cents.

Rates of freight :

Average rate per ton per mile received from freight way-billed local,	2.553 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies, . . . . .	.906 cent.

Relating to passengers :

Passengers to Boston (including season),	1,788,000
Passengers from Boston (including season),	1,788,548
Season-ticket passengers to and from Boston,	183,862

* See note under "Operating Expenses."

DESCRIPTION OF ROAD OWNED.		
Main line of road from	<div><div>Boston to Hopewell Junction, . 214.98</div><div>Wicopee Junction to Fishkill-on-Hudson, 1.71</div></div>	216.69 miles.
Main line of road in Massachusetts,	. . . . .	52.05 "
Main line of road in Connecticut,	. . . . .	134.17 "
Main line of road in New York,	. . . . .	30.47 "
Double track on main line,	. . . . .	109 22 "
Same in Massachusetts,	. . . . .	52.05 "
Branches owned by company, viz.:		
Providence to Willimantic, Conn. (single track),	. . . . .	58 32 "
Cook Street, Newton, Mass., to Woonsocket, R. I. (single track),	. . . . .	28.67 "
East Thompson to Southbridge (single track),	. . . . .	17.36 "
East Hartford to junction of Boston & Albany Railroad, Springfield (single track),	. . . . .	27.48 "
Melrose to West Street, Rockville (single track),	. . . . .	7.22 "
Dedham Junction and Islington to Dedham (single track),	. . . . .	3.53 "
Dorrance Street track, Providence (single track),	. . . . .	.62 "
Freight branch, Hartford (single track),	. . . . .	.67 "
Total length of branches owned by company,	. . . . .	143.87 "
Total length of branches owned by company in Massachusetts,	. . . . .	50.45 "
Total length of branches owned by company in Rhode Island,	. . . . .	28.05 "
Total length of branches owned by company in Connecticut,	. . . . .	65.37 "
Total road belonging to this company,	. . . . .	360.56 "
Sidings and other tracks not before enumerated,	. . . . .	152.36 "
Same in Massachusetts,	. . . . .	51.40 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	. . . . .	622.14 "
Same in Massachusetts,	. . . . .	205.95 "
Total length of tracks laid with steel rails,	. . . . .	500.95 "
[Weights per yard, 60, 66 and 75 pounds.]		
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract, the Operations of which are included in this Return.</i>		
Norwich & Worcester,	. . . . .	66.16 miles.
Milford & Woonsocket,	. . . . .	15 32 "
Milford, Franklin & Providence,	. . . . .	4 65 "
Rhode Island & Massachusetts,	. . . . .	13.60 "
Rockville,	. . . . .	4.43 "
Boston & Albany,	. . . . .	1.41 "
Woonsocket & Pascoag,	. . . . .	9.50 "
Providence & Springfield,	. . . . .	21.34 "
Trackage right, Newburgh, Dutchess & Connecticut Railroad, Hopewell Junction to Wicopee Junction,	. . . . .	10.95 "
Trackage right, New York, Providence & Boston Railroad, Junction New York & New England to depot, Providence,	. . . . .	.10 "
Total length of above roads,	. . . . .	147.46 "
Total length of above roads in Massachusetts,	. . . . .	46.02 "
Total length of above roads in other States (specifying each):		
Connecticut,	. . . . .	52.35 "
Rhode Island,	. . . . .	38.14 "
New York,	. . . . .	10.95 "
Total miles of road operated by this company,	. . . . .	508.02 "

Total miles of road operated by this company in Massachusetts,	148 52 miles.
Number of stations in Massachusetts on all roads operated by this company,	76
Number of telegraph offices in same,	35
Number of stations on all roads owned by this company,	168
Same in Massachusetts,	61

DESCRIPTION OF EQUIPMENT.

	Number Owned.	Number Leased.	Total Number.	Maximum Weight.	Average Weight.	Number Equipped with Train Brake.	Number Equipped with Driving-Wheel Brake.	Number Equipped with Patent Coupler.
Locomotives:				Tons.	Tons.			
Passenger,	73	11	84	54½	37	84	84	27
Freight,	86	7	93	64	50	64	87	-
Other,	23	7	30	45	32	2	26	-
TOTAL,	182	25	207	64	42	150	197	27
Passenger cars,	165	17	182	32	25	182	-	182
Combination cars,	45	6	51	28	23	51	-	51
Baggage, mail and express cars,	27	6	33	26	18	33	-	33
Parlor cars,	5	-	5	33½	33	5	-	5
Dining-cars,	3	-	3	33	32	3	-	3
Directors' and pay cars, . .	2	-	2	25	20	2	-	2
TOTAL,	247	29	276	-	-	276	-	276
Box freight cars (basis of 8 wheels),	2,221	266	2,487	13	12	164	-	789
Coal freight cars (basis of 8 wheels),	2,070	184	2,254	13	12	-	-	400
Flat freight cars (basis of 8 wheels),	469	21	490	9	8	-	-	-
Other freight cars (basis of 8 wheels),	235	186	421	5	4	-	-	-
TOTAL,	4,995	657	5,652	-	-	164	-	1,189
Cars in company's service:								
Gravel cars,	10	-	10	11	11	-	-	-
Derrick cars and tool cars,	16	-	16	40	25	-	-	4
Caboose cars,	78	9	87	9	7	-	-	-
TOTAL,	104	9	113	-	-	-	-	4

Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels,	276
Number of cars in passenger equipment with 12 wheels fitted with brakes for all wheels,	1

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	9	-	7	-	16	-	22
Employees,	-	3	5	52	5	55	22	281
Others, .	-	-	18	21	18	21	42	59

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

DATE.	Cause within Control.	To Whom.	Name.	Location of Accident.	Injured or Killed.	Nature of Accident.
1891.						
July 6,	Yes,	Employee,	John Childs,	Springfield,	Injured,	Coupling cars.
9,	"	Trespasser,	C. Crookhank,	Mount Bowdoin,	Killed,	Struck by train on bridge.
18,	"	Trespasser,	John Balford,	Woonsocket Junction,	Killed,	Struck by train while walking on track.
20,	"	Trespasser,	A. P. Stockbridge,	Norwood Central,	Injured,	Struck by train while walking between tracks.
20,	"	Employee,	Wm. Morrissey,	Webster,	Injured,	Thrown from hand-car.
21,	"	Trespasser,	Joshua Mitchell,	South Worcester,	Injured,	Jumping on train in motion.
24,	"	Trespasser,	— Harrington,	Franklin,	Injured,	Fell from train.
4,	"	Passenger,	P. McCarthy,	Walpole,	Injured,	Fell from train.
8,	"	Trespasser,	Mrs. R. Porter,	Webster,	Injured,	Caught between train and freight house platform.
11,	"	Employee,	T. J. Judge,	Woonsocket Junction,	Killed,	Fell from train.
18,	"	Employee,	Unknown,	East Douglas,	Killed,	Found lying between tracks.
30,	"	Employee,	L. Prance,	Milford,	Injured,	Head struck by switch stand.
3,	"	Trespasser,	Geo. Thagg,	Wadsworth,	Injured,	Struck while on train.
5,	"	Employee,	John Woodard,	Webster,	Injured,	Fell from car.
8,	"	Employee,	A. C. Richardson,	South Boston,	Injured,	Coupling cars.
10,	"	Employee,	Jno. Calligan,	Milford,	Injured,	Coupling cars.
12,	"	Trespasser,	Frank Wood,	South Boston,	Injured,	Attempted to steal ride.
13,	"	Employee,	E. J. Gallagher,	East Douglas,	Injured,	Coupling cars.
17,	No,	Employee,	Jas. Gorman,	South Boston,	Injured,	Caught between dump car and coal shed.
18,	Yes,	Trespasser,	Unknown,	Millville,	Killed,	Found near track.
23,	"	Not Trespasser,	Mrs. J. A. Richardson,	Walpole,	Injured,	Fell while crossing tracks.
28,	"	Trespasser,	Thos. O'Dell,	Roston,	Killed,	Struck by train while walking on track.
29,	"	Employee,	Edw. Madrigan,	South Boston,	Injured,	Fell from car.
1,	"	Employee,	Wm. J. Gray,	South Boston,	Injured,	Coupling cars.
4,	"	Not Trespasser,	Jno. Sherry,	Mattapan,	Injured,	Struck while driving across track.
4,	"	Not Trespasser,	Gertrude Killey,	Mattapan,	Killed,	Struck while driving across track.
9,	"	Employee,	M. J. Moran,	Readville,	Injured,	Coupling cars.
13,	"	Employee,	J. R. Hamilton,	South Boston,	Injured,	Coupling cars.
15,	"	Employee,	Michael Connor,	Norwood Central,	Killed,	Car collision.
18,	"	Employee,	A. McDougall,	South Boston,	Killed,	Fell from top of scale house.
19,	"	Employee,	C. H. Bean,	Norwood,	Injured,	Coupling cars.
2,	"	Employee,	P. Foley,	Readville,	Injured,	Coupling cars.
3,	"	Employee,	Frank Justice,	Winslows,	Injured,	Fell while walking beside train; arm cut off.
3,	"	Employee,	C. H. Youland,	Walpole,	Injured,	Coupling cars.
4,	"	Employee,	Geo. Kingston,	Mattapan,	Injured,	Putting out fire in lagging of engine.
6,	"	Employee,	J. H. Rooney,	Boston,	Injured,	Coupling cars
7,	"	Not Trespasser,	John Denning,	South Boston,	Injured,	Struck by train while crossing track.

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS — Concluded.

DATE.	Cause within Control.	To Whom.	Name.	Location of Accident.	Injured or Killed.	Nature of Accident.
Nov. 7,	Yes,	Employee,	H. McCormack,	South Boston,	Injured,	Struck by overhead bridge.
9,	No,	Passenger,	Mrs. A Bartholomew,	Worcester,	Injured,	Fell in getting off train.
13,	"	Passenger,	Mrs Frank Graves,	Highlandville,	Injured,	Collision.
13,	"	Passenger,	John Ahern,	Highlandville,	Injured,	Collision.
13,	"	Passenger,	Frank Bath,	Highlandville,	Injured,	Collision.
13,	"	Passenger,	Mary Bath,	Highlandville,	Injured,	Collision.
13,	"	Passenger,	Henry Bath,	Highlandville,	Injured,	Collision.
13,	"	Passenger,	Henry Rogers,	Highlandville,	Injured,	Collision.
14,	Yes,	Employee,	John Brodiner,	Oxford,	Injured,	Coupling cars.
14,	"	Employee,	K. Gennaro,	Dedham,	Injured,	Car door falling.
17,	"	Not Trespasser,	Chas. D. Foote,	Dorchester,	Injured,	Attempting to board moving train.
19,	"	Not Trespasser,	P. H. Coleman,	Ironstone,	Injured,	Struck by train at road crossing.
19,	"	Employee,	Michael Fenton,	Springfield,	Injured,	Fell from top of car.
30,	"	Employee,	Geo. Brown,	Worcester,	Injured,	Coupling cars.
30,	"	Employee,	P. F. Gallagher,	Franklin,	Injured,	Coupling cars.
30,	"	Employee,	P. Reardon,	Boston,	Injured,	Coupling steam hose.
2,	"	Trespasser,	Albert Muir,	Dudley Street,	Killed,	Struck while on track.
2,	"	Employee,	Fred Leary,	Worcester,	Killed,	Jumping from caboose and being run over.
10,	"	Employee,	E. S. Parker,	Worcester,	Injured,	Oiling engine.
11,	"	Employee,	J. L. McGee,	Franklin,	Injured,	Coupling cars.
13,	"	Employee,	John Colgan,	Mattapan,	Injured,	Struck by overhead bridge.
15,	"	Employee,	F. Hartshorn,	Hopkinton,	Injured,	Hand caught between parts of engine.
18,	"	Trespasser,	P. Flynn,	Dudley Street,	Killed,	Found dead on track.
19,	"	Employee,	Geo. W. Stanley,	East Douglas,	Injured,	Fell in getting off train.
26,	"	Employee,	Jno. Hartnett,	Boston,	Injured,	Coupling cars.
26,	"	Employee,	Fred Lowell,	Franklin,	Injured,	Coupling cars.
28,	"	Employee,	W. F. Dally,	South Boston,	Injured,	Coupling cars.
30,	"	Not Trespasser,	Mrs Klous,	Boston,	Injured,	Jumping from train.
31,	"	Trespasser,	Jos. Hawkins,	Springfield,	Injured,	Struck while on track.
1892.						
Jan. 2,	Yes,	Not Trespasser,	A. B. Morrison,	West Wrentham,	Killed,	Struck at crossing.
5,	"	Employee,	Wm. Connors,	Woonsocket Junction,	Injured,	Coupling cars.
6,	"	Employee,	E. Clark,	North Oxford,	Injured,	Collision.
7,	"	Employee,	J. Hefferman,	Blackstone,	Injured,	Struck while walking on track.
7,	"	Trespasser,	Jno. Fraser,	South Boston,	Injured,	Crossing between cars.
9,	"	Trespasser,	B. Griffin,	Norwood,	Injured,	Coupling cars.
17,	"	Employee,	S. Hamilton,	South Boston,	Injured,	Struck by car in going down ladder.
17,	"	Employee,	A. Buriell,	Franklin,	Injured,	Falling while walking over car telegraph poles.

18,	"	Employee,	J. A. Muir,	.	.	Injured,	.	Getting off car.
20,	"	Not trespasser,	Geo. McCabe,	.	.	Injured,	.	Jumping from train.
25,	"	Employee,	C. M. Lamb,	.	.	Injured,	.	Coupling cars.
29,	No,	Employee,	T. J. Donahue,	.	.	Injured,	.	Car derailed.
30,	Yes,	Employee,	David Paul,	.	.	Killed,	.	Falling between cars.
1,	"	Trespasser,	M. Costello,	.	.	Injured,	.	Struck while on track.
9,	"	Employee,	Wm. Nuttall,	.	.	Injured,	.	Coupling cars.
11,	"	Employee,	E. H. Potter,	.	.	Injured,	.	Coupling cars.
13,	"	Employee,	J. Bryne,	.	.	Injured,	.	Coupling cars.
14,	"	Not trespasser,	Samuel Gray,	.	.	Killed,	.	Dropped dead in station.
16,	"	Passenger,	Mrs. J. J. Kennedy,	.	.	Injured,	.	Stepping between platform and car.
20,	"	Employee,	F. Swift,	.	.	Injured,	.	Struck by overhead bridge.
27,	"	Employee,	F. S. Carpenter,	.	.	Injured,	.	Foot being caught in turntable.
March 18,	"	Passenger,	Mrs. B. F. Newton,	.	.	Injured,	.	Getting off train.
19,	"	Not trespasser,	N. C. Berry,	.	.	Killed,	.	Struck while on track.
23,	"	Trespasser,	Geo. McGinniss,	.	.	Killed,	.	Found dead on track.
25,	"	Employee,	B. S. Parker,	.	.	Injured,	.	Injured.
29,	"	Trespasser,	F. Mahon,	.	.	Killed,	.	Falling between cars.
April 5,	No,	Employee,	M. Webb,	.	.	Injured,	.	Falling from train.
6,	"	Passenger,	Mrs. E. Flannagan,	.	.	Injured,	.	Train running into open switch.
6,	"	Employee,	Mrs. C. S. Tuckernan,	.	.	Injured,	.	Train running into open switch.
16,	Yes,	Employee,	Jas. O'Donnell,	.	.	Injured,	.	Coupling cars.
18,	"	Passenger,	Margaret J. Dolan,	.	.	Injured,	.	Falling in getting off train.
19,	"	Passenger,	Mrs. H. A. Bigelow,	.	.	Injured,	.	Falling in getting off train.
24,	"	Not trespasser,	N. H. Gouland,	.	.	Injured,	.	Struck at crossing.
28,	"	Employee,	Geo. Fryers,	.	.	Injured,	.	Coupling cars.
May 7,	"	Trespasser,	Richard Riordan,	.	.	Injured,	.	Getting on moving train.
7,	"	Employee,	E. L. Nichols,	.	.	Injured,	.	Coupling cars.
19,	"	Trespasser,	Unknown,	.	.	Killed,	.	Found dead on track.
2,	"	Passenger,	J. J. Maloney,	.	.	Injured,	.	Window of coach falling on arm.
2,	"	Not trespasser,	A. A. York,	.	.	Injured,	.	Car running into building York was in.
3,	"	Trespasser,	A. Deans,	.	.	Killed,	.	Struck while on track.
4,	"	Trespasser,	J. J. Dalton,	.	.	Killed,	.	Found on track.
4,	"	Trespasser,	Unknown woman,	.	.	Killed,	.	Found near track.
13,	"	Employee,	Chas. Pelton,	.	.	Injured,	.	Coupling cars.
20,	"	Trespasser,	J. J. Lee,	.	.	Injured,	.	Struck while on track.
20,	"	Employee,	T. Mullarkey,	.	.	Injured,	.	Coupling cars.
22,	"	Employee,	J. Sandholzer,	.	.	Injured,	.	Struck by overhead bridge.
24,	"	Trespasser,	H. Galpean,	.	.	Injured,	.	Climbing between cars.
27,	"	Employee,	Patrick Maloney,	.	.	Injured,	.	Setting brake.
28,	"	Passenger,	S. J. Kingston,	.	.	Injured,	.	Car derailed.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	103
Number of crossings of highways over railroad,	37
Number of crossings of highways under railroad,	30
Number of highway bridges 18 feet above track,	10
Number of highway bridges less than 18 feet above track, . .	27
Height of lowest bridge above the rail,	14 ft. 1 in.
Number of crossings at which gates or flagman are maintained,	21
Number of crossings at which electric signals are maintained,	2
Number of crossings at which there are neither signals nor flagman,	80
Number of railroad crossings at grade (specifying each), . .	4
Old Colony Railroad at Walpole.	
Old Colony Railroad at Medfield.	
Milford, Franklin & Providence Railroad at Bellingham.	
Norwich & Worcester Railroad at Webster.	
Number of railroad crossings over other railroads (specifying each),	2
Old Colony Railroad at Readville.	
Providence & Worcester Railroad at Blackstone.	
Number of railroad crossings under other railroads (specifying each),	2
Old Colony Railroad at South Boston.	
Providence, Webster & Springfield Railroad at Webster.	

New Bridges of over Ten Feet Span built within the Year on Roads operated in Massachusetts (including Those replacing Old Structures and Those built where None before existed).

Location.	To Replace.	Description.	Length of Spans and Number of Tracks.	When and by Whom Built.
West Dudley,	Wooden Lattice.	Plate Girder.	128 feet; 1 track.	September, 1891. Boston B'dge W'ks.
Hermon Street, Worcester.	Wooden Stringer.	Rolled Beams.	29 feet; 1 track.	New York & New England Railroad Company.

<i>Bridges on Roads operated in Massachusetts.</i>	
Total length of pile and trestle bridging,	2,428 feet.
Bridges extensively repaired during the year (specify how):	
Bridge No. 1, Boston, piles recapped, bulkhead renewed, planking renewed, new wheels and track, pin overhauled.	
Bridge No. 2, Boston, new stringers and floor.	
Bridge No. 13, Hyde Park, new floor and roof, forty-eight extra truss rods.	
Bridge No. 14, Hyde Park, new floor.	
Bridge No. 15, Hyde Park, new floor.	
Bridge No. 16, Hyde Park, new floor.	
Bridge No. 21, Norwood, new wall plates, ten new floor beams.	
Bridge No. 32, Blackstone, new floor.	
Bridge No. 36, Blackstone, new floor.	

Bridge No. 3, Milford Bridge, three additional stringers.		
Bridge No. 4, Dudley, lattice work renewed and replaced by two spans, iron girders, pier built into river.		
Bridge No. 5, Southbridge, two additional truss rods.		
Bridge No. 6, Southbridge, new floor.		
Bridge No. 37, Blackstone, new floor.		
Bridge No. 41, Blackstone, new floor.		
Bridge No. 42, Blackstone, new floor.		
Bridge No. 44, Douglas, new floor.		
Bridge No. 1, Needham, new floor.		
Bridge No. 3, Medfield, new floor and two additional stringers.		
Bridge No. 4, Medfield, new floor, new stringers.		
Bridge No. 6, Bellingham, new floor, new stringers.		
Total amount expended for repairs and renewals of bridges :		
Labor,	\$23,971 10	
Material,	7,981 40	
		\$31,952 50

NAME AND RESIDENCE OF OFFICERS.

Charles Parsons, *President*, No. 96 Broadway, New York, N. Y. F. H. Prince, *Vice President*, No. 180 Summer Street, Boston, Mass. Chas. Parsons, Jr., *Second Vice-President*, No. 96 Broadway, New York, N. Y. C. S. Mellen, *General Manager*, No. 180 Summer Street, Boston, Mass. Chas. A. Prince, *General Counsel*, No. 180 Summer Street, Boston, Mass. Frank A. Farnum, *Assistant General Counsel*, No. 180 Summer Street, Boston, Mass. W. H. Dudley, *Auditor*, No. 180 Summer Street, Boston, Mass. I. D. Barton, *General Superintendent*, No. 180 Summer Street, Boston, Mass. C. H. Goodrich, *Assistant General Freight Agent*, No 180 Summer Street, Boston, Mass. A. C. Kendall, *General Passenger Agent*, No. 180 Summer Street, Boston, Mass. Geo. B. Phippen, *Treasurer*, No. 180 Summer Street, Boston, Mass. I. W. Foster, *Paymaster*, No. 180 Summer Street, Boston, Mass. Jas. W. Perkins, *Clerk of Corporation*, No. 180 Summer Street, Boston, Mass. E. V. Cary, *Assistant Secretary*, No 32 East 42d Street, New York, N. Y. L. B. Bidwell, *Chief Engineer*, No. 180 Summer Street, Boston, Mass. F. E. Dewey, *Superintendent Eastern Division*, No. 180 Summer Street, Boston, Mass. S. H. Cross, *Superintendent Western Division*, East Hartford, Conn. W. S. Jones, *Superintendent Central Division*, Providence, R. I. P. St. M. Andrews, *Superintendent Norwich & Worcester Division*, Norwich, Conn. E. M. Humstone, *General Master Mechanic*, East Hartford, Conn. Edwin Parsons, 3d, *General Purchasing Agent*, No. 180 Summer Street, Boston, Mass. G. L. Lang, *Superintendent of Telegraph*, No. 180 Summer Street, Boston, Mass. C. M. Bowman, *Division Freight Agent*, Hartford, Conn. Geo. A. Harris, *Division Freight Agent*, Norwich. Conn. Geo. F. Ingalls, *General Baggage Agent*, Depot, foot of Summer Street, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Chas. Parsons, New York, N. Y. Chas. Parsons, Jr., New York, N. Y. Thomas Rutter, New York, N. Y. Alexander E. Orr, New York, N. Y. C. S. Day, New York, N. Y. William Lummis, New York, N. Y. A. R. Flower, New York, N. Y. C. B. Tedcastle, New York, N. Y. Eustace C. Fitz, Boston,

Mass. Chas. A. Prince, Boston, Mass. F. H. Prince, Boston, Mass. Jos. Hensler, Jr., Newark, N. J. James L. Howard, Hartford, Conn. Geo. M. Landers, New Britain, Conn. David S. Plume, Waterbury, Conn. B. F. Vaughan, Providence, R. I. Aretas Blood, Manchester, N. H. Arthur Sewall, Bath, Me.

PROPER ADDRESS OF THE COMPANY.

NEW YORK & NEW ENGLAND RAILROAD COMPANY,

No. 180 SUMMER STREET, BOSTON, MASS.

CHARLES PARSONS,
C. B. TEDCASTLE,
WILLIAM LUMMIS,
EUSTACE C. FITZ,
CHARLES A. PRINCE,
CHARLES PARSONS, JR.,
CLARENCE S. DAY,
A. E. ORR,
F. H. PRINCE,
B. F. VAUGHAN,
Directors.
C. S. MELLEN,
General Manager.
GEO. B. PHIPPEN,
Treasurer.

STATE OF MAINE.

YORK, ss. Sept. 2, 1892. Then personally appeared Charles Parsons and Charles Parsons, Jr., above-named directors, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WALTER L. DANE,
Notary Public for State of Maine.

STATE OF RHODE ISLAND, ETC.

COUNTY OF PROVIDENCE, ss. In the city of Providence, in said county and State, appeared B. F. Vaughan personally before me on this ninth day of September, A.D. 1892, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

C. FRANK PARKHURST,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 7, 1892. Then personally appeared Eustace C. Fitz, F. H. Prince, C. S. Mellen and Geo. B. Phippen, and made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

WALTER S. ARLCOMB,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

COUNTY OF SUFFOLK, ss. BOSTON, Sept. 7, 1892. Then personally appeared Charles A. Prince, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

JOHN H. WATSON,

Notary Public.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. NEW YORK, Sept. 6, 1892. Then personally appeared C. B. Tedcastle, Clarence S. Day, William Lummis and A. E. Orr, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JNO. A. HILLERY,

Notary Public, 36 Wall Street.

REPORT
OF THE
NEW YORK, NEW HAVEN & HARTFORD RAILROAD
COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

INCOME ACCOUNT.			
<i>General Exhibit for the Year.</i>			
Gross earnings from operation,	. . . \$11,913,701 08		
Less operating expenses, . . .	8,273,010 69		
Income from operation, . . .			\$3,640,690 39
Interest on bonds owned:			
New Haven & Northampton Company, . . .	\$17,500 00		
Harlem River & Port Chester Railroad, . . .	2,940 00		
New York & New England Railroad, . . .	7,050 00		
		\$27,490 00	
Dividends on stocks owned, viz.:			
New Haven & Northampton Company, . . .	\$24,596 00		
Boston & New York Air Line Railroad, . . .	4,040 00		
Hartford & Connecticut Valley Railroad, . . .	32,000 00		
New York Central & Hudson River Railroad, . . .	500 00		
Vermont Valley Railroad, . . .	7,491 00		
Stockbridge & Pittsfield R.R., . . .	508 25		
Connecticut & Passumpsic Rivers Railroad, . . .	1,250 00		
New York Transfer Company, . . .	240 00		
		70,625 25	
Miscellaneous income — less expenses:			
Rents,	124,093 43		
Interest,	5,243 11		
Income from other sources, . . .			227,451 79
TOTAL INCOME,			\$3,868,142 18
Deductions from income:			
Interest on funded debt accrued during year,	\$80,000 00		
Interest and discount on interest-bearing current liabilities,	38,213 83		
Taxes,	605,962 92		
Rentals:			
Harlem River & Port Chester Railroad, . . .	\$170,000 00		
Naugatuck Railroad, . . .	206,000 00		
Boston & New York Air Line Railroad, . . .	146,690 00		

Deductions from income — *Concluded.*Rentals — *Concluded.*

Shore Line Railroad,	\$100,000 00	
New Haven & Northampton Railroad,	326,946 54	
Hartford & Connecticut Valley Railroad,	32,048 00	
	<u>\$981,684 54</u>	
Total deductions from income,		\$1,705,861 29
NET INCOME,		2,162,280 89
Dividends declared (10 per cent. on common stock),*		2,103,750 00
TOTAL,		2,103,750 00
Surplus for year ending June 30, 1892,		58,530 89
Balance Profit and Loss Account June 30, 1891 (surplus),		3,860,483 73
TOTAL PROFIT AND LOSS ACCOUNT (SURPLUS),		3,919,014 62
Add: Difference between sale price of stock owned and book (cost) value,	\$82,942 78	
Excess of receipts over expenses Union Wharf Company,	6,268 14	
Dividend received on asset written off as worthless in a previous year,	109 58	
Amount received from speculating agent,	499 45	
	<u>89,819 95</u>	
		\$4,008,834 57
Deduct: Worthless accounts written off,		1,118 58
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),		4,007,715 99

EARNINGS FROM OPERATION.

ITEMS.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger revenue,	\$6,084,547 26		
Less repayments:			
Tickets redeemed,		\$33,193 83	
Excess fares refunded,		27,602 60	
Total deductions,		\$60,796 43	
TOTAL PASSENGER REVENUE,			\$6,023,750 83
Mail,	\$243,930 89		
Express,	340,979 48		
Extra baggage and storage,	42,616 18		
Other items:			
Drawing room and sleeping cars, special trains, etc.,	252,002 54		
TOTAL,			879,529 09
TOTAL PASSENGER EARNINGS,			\$6,903,279 92
Freight:			
Freight revenue,	\$4,925,226 04		
Less repayments:			
Overcharge to shippers,		\$24,289 82	
TOTAL FREIGHT REVENUE,			\$4,900,936 22
Other items:			
Storage, wharfage, etc.,	\$42,614 30		
TOTAL FREIGHT EARNINGS,			4,943,550 52
TOTAL PASSENGER AND FREIGHT EARNINGS,			\$11,846,830 44
Other earnings from operation:			
Hoisting,			66,870 64
TOTAL GROSS EARNINGS FROM OPERATION,			\$11,913,701 08

* Five per cent. on \$18,700,000; Five per cent. on \$23,375,000.

OPERATING EXPENSES.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	TOTAL.
Maintenance of way and structures :			
Repairs of roadway,	\$435,140 57	\$292,591 78	\$727,732 35
Renewals of rails,	43,919 01	29,279 34	73,198 35
Renewals of ties,	103,100 21	68,733 48	171,833 69
Repairs of bridges and culverts,	112,933 33	75,288 89	188,222 22
Repairs of fences, road-crossings, signs and cattle guards,	28,074 22	18,716 14	46,790 36
Repairs of buildings,	188,231 73	136,101 95	324,333 68
Repairs of docks and wharves,	-	42,136 96	42,136 96
TOTAL,	\$911,399 07	\$662,848 54	\$1,574,247 61
Maintenance of equipment :			
Repairs and renewals of locomotives,	\$319,420 39	\$147,296 30	\$466,716 69
Repairs and renewals of passenger cars,	351,918 58	-	351,918 58
Repairs and renewals of freight cars,	-	323,015 54	323,015 54
Repairs and renewals of ferry-boats, tugs, floats and barges,	-	58,557 55	58,557 55
Shop machinery, tools, etc.,	23,284 46	15,522 98	38,807 44
Other expenses,	14,655 61	9,770 41	24,426 02
TOTAL,	\$709,279 04	\$554,162 78	\$1,263,441 82
Conducting transportation :			
Wages of enginemen, firemen and roundhouse- men,	\$309,236 17	\$203,296 17	\$512,532 34
Fuel for locomotives,	405,630 84	321,705 51	727,336 35
Water supplies for locomotives,	24,508 60	16,339 06	40,847 66
All other supplies for locomotives,	42,204 12	26,041 57	68,245 69
Wages of other trainmen,	391,154 94	458,983 39	850,138 33
All other train supplies,	272,330 61	11,592 54	283,923 15
Wages of switchmen, flagmen and watchmen,	100,528 24	117,300 98	217,829 22
Expense of telegraph, including train despatch- ers and operators,	34,846 47	49,739 97	84,586 44
Wages of station agents, clerks and laborers,	320,694 37	808,342 54	1,129,036 91
Station supplies,	41,470 29	17,557 82	59,028 11
Car mileage—balances,	-	164,979 74	164,979 74
Loss and damage,	4,807 04	15,897 88	20,704 92
Injuries to persons,	47,196 84	33,216 48	80,413 32
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel and supplies,	-	254,848 25	254,848 25
Other expenses,	219,164 98	76,204 01	295,368 99
TOTAL,	\$2,213,773 51	\$2,576,045 91	\$4,789,819 42
General expenses :			
Salaries of officers,	\$77,428 15	\$55,318 77	\$132,746 92
Salaries of clerks,	46,958 98	32,005 98	78,964 96
General office expenses and supplies,	9,634 65	6,423 10	16,057 75
Advertising,	15,888 16	-	15,888 16
Insurance,	1,153 75	4,012 69	5,166 44
Expense of traffic associations,	-	767 41	767 41
Rents for tracks, yards and terminals,	198,467 58	31,427 80	229,895 38
Rentals not otherwise provided for,	1,682 28	618 42	2,300 70
Legal expenses,	38,992 08	17,808 44	56,800 52
Stationery and printing,	42,980 37	28,903 28	71,883 65
Other general expenses,	21,017 97	14,011 98	35,029 95
TOTAL,	\$454,203 97	\$191,297 87	\$645,501 84
Recapitulation of expenses :			
Maintenance of way and structures,	\$911,399 07	\$662,848 54	\$1,574,247 61
Maintenance of equipment,	709,279 04	554,162 78	1,263,441 82
Conducting transportation,	2,213,773 51	2,576,045 91	4,789,819 42
General expenses,	454,203 97	191,297 87	645,501 84
GRAND TOTAL,	\$4,288,655 59	\$3,984,355 10	\$8,273,010 69
Percentage of operating expenses to earnings, . . . . .	. . . . .	. . . . .	69.44

* The items in these columns which are not directly chargeable to either passenger or freight business are to be apportioned between the two on the basis of train mileage as prescribed by the Interstate Commerce Commission. The result, therefore, is not accurate, but only approximate, and this fact must be borne in mind in drawing conclusions therefrom.

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE
YEAR.

Grading and masonry,	\$884,047 97
Bridging,	390,499 06
Superstructure, including rails,	151,846 51
Lands, land damages and fences,	597,319 11
Passenger and freight stations, wood-sheds and water stations,	91,327 46
Engineering, agencies, salaries and other expenses during construction,	2,067 80
Purchase of other roads:	
Miscellaneous,	49,811 72
 TOTAL FOR CONSTRUCTION,	 \$2,166,919 63
Locomotives (number, 2),	18,132 60
 TOTAL CHARGES TO PROPERTY ACCOUNTS,	 \$2,185,052 23

General Balance Sheet June 30, 1892.

DR.		
Cost of road,	\$22,878,112 01	
Cost of equipment,	3,897,617 29	
Lands,	920,838 00	
 TOTAL PERMANENT INVESTMENTS,		\$27,696,567 30
Cash,	\$199,864 91	
Bills receivable,	300 00	
Due from agents,	123,617 09	
Net traffic balance from other companies,	81,859 31	
Due from solvent companies and other individuals,	267,156 43	
Other cash assets (stocks and bonds owned, etc.),	1,998,533 10	
 TOTAL CASH AND CURRENT ASSETS,		2,671,330 84
Materials and supplies,		632,366 96
 TOTAL,		\$31,000,265 10
CR.		
Capital stock,	\$23,375,000 00	
Funded debt,	2,000,000 00	
Current liabilities:		
Loans and bills payable,	\$500,000 00	
Audited vouchers and accounts,	686,901 67	
Wages and salaries,	98,682 40	
Net traffic balances due to other companies,	75,733 15	
Dividends not called for,	3,747 00	
Rentals due July 1,	45,500 00	
Credit balance,	7,217 03	
 TOTAL CURRENT LIABILITIES,		1,417,781 25
Accrued liabilities:		
Accrued rentals not yet due,	\$193,101 19	
Accrued interest not yet due,	6,666 67	
 TOTAL ACCRUED LIABILITIES,		199,767 86
Profit and Loss balance,		4,007,715 99
 TOTAL,		\$31,000,265 10

Contingent Liabilities.	
PRESENT OR CURRENT LIABILITIES NOT INCLUDED IN THE BALANCE SHEET.	
Bonds guaranteed by this company or a lien on its road, viz.:	
Harlem River & Port Chester Railroad, first mortgage 7 per cent. bonds due 1903,	\$1,000,000 00
Harlem River & Port Chester Railroad, first mortgage 6 per cent. bonds due 1903,	1,000,000 00
Harlem River & Port Chester Railroad, second mortgage 4 per cent. bonds due 1911,	1,000,000 00
TOTAL (not included in balance sheet),	\$3,000,000 00
CAPITAL STOCK.	
Capital stock authorized by charter,	\$50,500,000 00
Capital stock authorized by votes of company,	50,500,000 00
Capital stock issued (number of shares, 233,750); amount paid in,	\$23,375,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	23,375,000 00
Total number of stockholders,	4,690
Number of stockholders in Massachusetts,	844
Amount of stock held in Massachusetts (45,261 shares),	\$4,526,100 00
FUNDED DEBT.	
Funded debt, as follows:	
Bonds due 1903, rate of interest 4 per cent. per annum,	\$2,000,000 00
Interest paid on same during year,	\$80,000 00
PASSENGER, FREIGHT AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue,	14,658,905
Number of passengers carried one mile,	354,142,716
Average distance carried,	24.23 miles.
Total passenger revenue,	\$6,023,750 83
Average amount received from each passenger,	41.1 cents.
Average receipts per passenger per mile,	1.7 "
Estimated cost of carrying each passenger one mile,*	1.21 "
Passenger earnings per mile of road,†	\$13,126 85
Passenger earnings per train mile,	\$1 68 89
Freight traffic:	
Number of tons carried of freight earning revenue,	4,120,477
Number of tons carried one mile,	280,475,679
Average distance haul of one ton,	68 miles.
Total freight revenue,	\$4,900,936 22
Average amount received for each ton of freight,	\$1 20
Average receipts per ton per mile,	1.756 cents.
Estimated cost of carrying one ton one mile,*	1.425 "
Freight earnings per mile of road,†	\$9,400 35
Freight earnings per train mile,	\$1 95.40

* See note under "Operating Expenses."

† The total mileage operated (525.89 miles) including trackage rights is here used. This is the basis of calculation prescribed by the Interstate Commerce Commission, though as applied to freight earnings it is incorrect, as on 12.03 miles of the mileage operated under trackage rights (that between Woodlawn Junction and Grand Central Depot, New York,) no freight is moved, that part of the road being used exclusively for passenger traffic.

Train mileage :	
Miles run by passenger trains,	4,025,479
Miles run by freight trains,	2,465,629
Miles run by mixed trains,	126,186
Total mileage trains earning revenue,	6,617,294
Miles run by switching trains,	1,081,503
Miles run by construction and other trains,	477,000
Total train mileage,	8,175,797
Mileage of loaded freight cars, north or east,	19,086,591
Mileage of loaded freight cars, south or west,	13,636,501
Mileage of empty freight cars, north or east,	2,057,712
Mileage of empty freight cars, south or west,	7,103,285
Average number of freight cars in train,	27.8
Average number of loaded cars in train,	20.9
Average number of empty cars in train,	6.9
Average number of tons of freight in train,	110.86
Average number of tons of freight in each loaded car,	5.3
Average number of persons employed,	7,896
Rates of fare :	
Average rate of fare per mile received for local tickets,	1.99 cents.
Average rate of fare per mile received for commutation tickets, . . . . .	.49 cent.
Average rate of fare per mile received for mileage tickets,	2 cents.
Average rate of fare per mile received for season tickets, . . . . .	.49 cent.
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies,	2 cents.
Rates of freight :	
Average rate per ton per mile received from freight way-billed local,	2.70 "
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies,	1.45 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from Woodlawn Junction, N. Y., to Springfield, Mass.,	122.44 miles.
Main line of road in Massachusetts,	5.95 "
Main line of road in Connecticut,	102.45 "
Main line of road in New York,	14.04 "
Double track on main line,	122.44 "
Same in Massachusetts,	5.95 "
Third track on main line,	21.48 "
Fourth track on main line,	21.48 "
Branches owned by company, viz. :	
Berlin to New Britain (single track),	3.18 "
Berlin to Middletown (single track),	9.70 "
Freight Branch, Hartford (single track), . . . . .	.84 mile.
Windsor Locks to Suffield (single track),	4.32 miles.
Shore Line Junction to Belle Dock, New Haven (double track),	1 mile.
Stamford to New Canaan (single track),	7.66 miles.
Total length of branches owned by company,	26.70 "
Total length of branches owned by company in Connecticut,	26.70 "
Double track on branches,	1 mile.
Total road belonging to this company,	149.14 miles.
Sidings and other tracks not before enumerated,	115.45 "
Same in Massachusetts,	6.53 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	430.99 "
Same in Massachusetts,	18.43 "
Total length of tracks laid with steel rails,	357.63 "
[Weights per yard, 60 to 73½ pounds; sidings, 50 to 60 pounds.]	

<i>Roads and Branches belonging to Other Companies operated by this Company under Lease or Contract, the Operations of which are included in this Return.</i>	
Shore Line Railway,	48.53 miles.
Boston & New York Air Line,	51.50 "
Hartford & Connecticut Valley Railroad,	46.20 "
New Haven & Northampton Company,	94.64 "
New Hartford Branch,	14.09 "
Williamsburg Branch,	7.51 "
Turner's Falls Branch,	10.07 "
Holyoke & Westfield Railroad,	10 32 "
Harlem River & Port Chester Railroad,	11.50 "
Colchester Railway,	3.59 "
Naugatuck Railroad,	56.55 "
Watertown & Waterbury Railroad,	4.44 "
Total length of above roads,	358.94 "
Total length of above roads in Massachusetts,	71.28 "
Total length of above roads in Connecticut,	276.16 "
Total length of above roads in New York,	11.50 "
Total miles of road operated by this company,	508.08 "
Total miles of road operated by this company in Massachusetts,	77.23 "
Number of stations in Massachusetts on all roads operated by this company,	23
Number of telegraph offices in same,	14
Number of stations on all roads owned by this company,	62
Same in Massachusetts,	3

DESCRIPTION OF EQUIPMENT.

	Number Owned.	Number Leased.	Total Number.	Maximum Weight.	Average Weight.	Number Equipped with Train Brake.	Number Equipped with Driving-Wheel Brake.	Number Equipped with Patent Coupler.
Locomotives:				Lbs.	Lbs.			
Passenger,	102	23	130	112,590	70,780	129	103	69
Freight,	49	20	69	112,900	78,691	68	30	-
Other,	31	9	40	102,500	59,610	-	30	-
TOTAL,	182	57	239	-	-	197	163	69
Passenger cars,	376	65	441	58,000	53,000	441	-	418
Combination cars,	30	16	46	58,000	50,000	46	-	39
Baggage, mail and express cars,	102	23	125	50,000	44,000	125	-	125
Parlor cars,	34	-	34	66,000	55,000	34	-	34
Sleeping cars,	10	-	10	78,000	66,000	10	-	10
Directors' and pay cars,	3	-	3	50,000	47,500	3	-	3
TOTAL,	555	104	659	-	-	659	-	629
Box freight cars (basis of 8 wheels),	1,418	512	1,930	31,000	22,000	128	-	233
Stock freight cars (basis of 8 wheels),	3	1	4	22,000	22,000	-	-	-
Coal freight cars (basis of 8 wheels),	661	643	1,304	25,000	20,000	-	-	144
Flat freight cars (basis of 8 wheels),	674	105	779	20,000	17,500	-	-	113
TOTAL,	2,756	1,261	4,017	-	-	128	-	490
Cars in company's service:								
Gravel cars,	285	120	405	9,500	9,500	-	-	-
Derrick cars,	8	5	13	-	-	-	-	-
Caboose cars,	68	15	83	22,000	20,000	-	-	-
Other road cars,	28	6	34	-	-	34	-	34
TOTAL,	389	146	535	-	-	34	-	34

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1	2	10
Employees,	-	13	1	-	1	13	28	132
Others,	-	-	5	2	5	2	86	50

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

Aug. 5, 1891. — Barnard Martin killed in yard at Springfield. He was walking between tracks, going north, and stepped in front of moving cars of switch train.

September 14. — C. Gambler, freight brakeman, had hand injured while coupling cars at Easthampton.

September 23. — H. McManus, freight brakeman, slightly injured by falling from train at Westfield.

September 27. — Walter Ellis, 38 Gardner Street, Springfield, was found down the embankment opposite Williams Street yard, Springfield, fatally injured. Evidently struck by passing train.

October 7. — M. Meyars, yard brakeman, hand injured while coupling cars at Northampton.

October 16. — F. Donovan, freight brakeman, hand injured while coupling cars at South Deerfield.

October 19. — C. A. Matthews killed by train No. 624 while walking on track at Northampton.

November 12 — Thomas S. Begley, brakeman in yard at Springfield, was killed by engine on train No. 30. He pulled a pin between two freight cars on track just east of main track, stepped out on the main track in front of train No. 30.

November 30. — George Steele of Springfield jumped from train No. 46 at Springfield passenger depot before the train stopped; was stunned, revived, and walked home.

November 30. — W. Goddard slightly injured at Northampton by driving in front of train No. 625.

Jan. 23, 1892. — P. Doyle, yard brakeman at Northampton, hand crushed while coupling cars, rendering amputation necessary.

February 16. — R. Dolan, freight brakeman, hand injured while coupling cars at South Deerfield.

March 19. — M. Fallon, freight brakeman, hand injured while coupling cars at Southampton.

March 21. — J. Ryan, yard brakeman, hand injured while coupling cars at Northampton.

April 18. — C. H. Bush, passenger brakeman, finger crushed while coupling cars at Westfield.

April 23. — Daniel J. Donahue, brakeman at Springfield yard, attempted to get on a moving car and slipped from step. Right foot went under wheels, rendering amputation necessary.

May 3. — W. A. Guilford, yard brakeman at Northampton, hand injured while coupling cars.

May 5. — Jos. Connery struck by coach while switching at Northampton in attempting to cross tracks. Died from injuries.

May 24. — Daniel Regnier of West Springfield attempted to get off a switch train in yard at Springfield before train stopped. He stepped between the bunters on the link, and the train came together, crushing his heel.

May 26. — Dennis Dailey, laborer, slightly injured by falling into excavation at Westfield.

June 5. — H. Pearlman killed by falling between cars at Turner's Falls.

June 22. — H. S. Huff, freight brakeman, hand injured by caboose door slamming to while switching at Westfield.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	9
Number of crossings of highways under railroad,	3
Number of crossings at which gates or flagmen are maintained,	3
Number of crossings at which there are neither signals nor flagman,	6

NAME AND RESIDENCE OF OFFICERS.

Charles P. Clark, *President*, New Haven, Conn. Lucius Tuttle, *Vice-President and General Manager*, New Haven, Conn. C. H. Platt, *General Superintendent*, New Haven, Conn. H. M. Kochersperger, *Comptroller*, New Haven, Conn. N. A. Wilcox, *General Freight Agent*, New Haven, Conn. C. T. Hempstead, *General Passenger Agent*, New Haven, Conn. W. L. Squire, *Treasurer*, New Haven, Conn. Wm. D. Bishop, Jr., *Clerk of Corporation*, Bridgeport, Conn.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. H. Trowbridge, New Haven, Conn. Wm. D. Bishop, Bridgeport, Conn. Nathaniel Wheeler, Bridgeport, Conn. Henry C. Robinson, Hartford, Conn. Charles P. Clark, New Haven, Conn. Joseph Clark, New York, N. Y. Chauncey M. Depew, New York, N. Y. Henry S. Lee, Springfield, Mass. William Rockefeller, New York, N. Y. Leverett Brainard, Hartford, Conn. J. Pierpont Morgan, New York, N. Y. Lucius Tuttle, New Haven, Conn. George Macculloch Miller, New York, N. Y.

PROPER ADDRESS OF THE COMPANY.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
NEW HAVEN, CONN.

CHARLES P. CLARK,
GEO. MACCULLOCH MILLER,
WM. D. BISHOP,
JOSEPH PARK,
E. H. TROWBRIDGE,
N. WHEELER,
HENRY S. LEE,
HENRY C. ROBINSON,
LUCIUS TUTTLE,

Directors.

C. H. PLATT,

General Superintendent.

W. L. SQUIRE,

Treasurer.

COMMONWEALTH OF NEW YORK.

COUNTY OF NEW YORK, ss. Sept. 10, 1892. Then personally appeared Charles P. Clark, Geo. Macculloch Miller, Wm. D. Bishop, Joseph Park, E. H. Trowbridge, N. Wheeler, Henry S. Lee, Henry C. Robinson, Lucius Tuttle, and C. H. Platt, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRANK E. HALL,

Notary Public, New York County.

COMMONWEALTH OF CONNECTICUT.

COUNTY OF NEW HAVEN, ss. Sept. 12, 1892. Then personally appeared W. L. Squire, who made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

A. S. MAY,

Notary Public.

CAPITAL STOCK.		
Capital stock authorized by charter,	\$100,000	00
Capital stock authorized by votes of company,	100,000	00
Capital stock issued (number of shares, 1,000); amount paid in,		\$100,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		100,000 00
Total number of stockholders,	49	
Number of stockholders in Massachusetts,	48	
Amount of stock held in Massachusetts,	\$99,900	00
DESCRIPTION OF ROAD OWNED.		
Main line of road from North Brookfield to East Brookfield,	4	miles.
Main line of road in Massachusetts,	4	"
Sidings and other tracks not before enumerated,	.49	"
Same in Massachusetts,	.49	"
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	4.49	"
Same in Massachusetts,	4.49	"
Total length of tracks laid with steel rails,	4	"
GENERAL INFORMATION.		
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>		
Number of crossings of highways at grade,	10	
Number of crossings at which there are neither signals nor flagman,	10	

NAME AND RESIDENCE OF OFFICERS.

Theodore C. Bates, *President*, North Brookfield, Mass. Alden Batcheller, *Vice-President*, North Brookfield, Mass. John B. Dewing, *Treasurer*, North Brookfield, Mass. Chas. W. Delvey, *Clerk of Corporation*, North Brookfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Theodore C. Bates, Alden Batcheller, W. H. Montague, James Miller, John B. Dewing, W. F. Fullam, Chas. W. Delvey,—all of North Brookfield, Mass.

PROPER ADDRESS OF THE COMPANY.

NORTH BROOKFIELD RAILROAD COMPANY,

NORTH BROOKFIELD, MASS.

THEODORE C. BATES,
WM. F. FULLAM,
JAMES MILLER,
CHAS. W. DELVEY,
JOHN B. DEWING,
Directors.
JOHN B. DEWING,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. NORTH BROOKFIELD, MASS., Sept. 5, 1892. Then personally appeared Theodore C. Bates, William F. Fullam, James Miller, Charles W. Delvey and John B. Dewing, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEO. R. HAMANT,
Justice of the Peace.

REPORT

OF THE

NORWICH & WORCESTER RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the New York & New England Railroad Company.]

INCOME ACCOUNT.	
<i>General Exhibit for the Year.</i>	
Income from lease of road,	\$235,224 00
Miscellaneous income, less expense,	17,554 13
	<hr/>
TOTAL INCOME,	\$252,778 13
Salaries and maintenance of organization,	\$440 00
Interest on funded debt accrued,	24,000 00
	<hr/>
TOTAL DEDUCTIONS,	24,440 00
NET INCOME,	228,338 13
Dividends declared (8 per cent. on 26,403 shares),	211,224 00
Surplus for year ending June 30, 1892,	17,114 13
Balance Profit and Loss Account June 30, 1891 (surplus),	784,159 94
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),	801,274 07
<hr/>	
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Bridging (Cottage Street bridge, Danielsonville),	\$7,698 56
Passenger and freight stations, wood sheds and water-stations (Union Passenger Station, Norwich),	20,376 41
	<hr/>
TOTAL FOR CONSTRUCTION,	\$28,074 97
<hr/>	
General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$3,629,390 18
Cost of equipment,	179,750 67
Stock of Norwich & New York Transportation Company,	270,000 00
Lands in Massachusetts,	3,107 08
	<hr/>
TOTAL PERMANENT INVESTMENTS,	\$4,082,247 93

Cash,	\$127,776 83	
Due from solvent companies and other individuals,	19,602 00	
Other cash assets,	695 69	
TOTAL CASH AND CURRENT ASSETS,		\$148,074 52
Other assets:		
Materials and supplies,		42,478 62
TOTAL,		\$4,272,801 07
CR.		
Capital stock, { Common,	\$6,600 00	
Preferred,	2,640,300 00	
TOTAL CAPITAL STOCK,		\$2,646,900 00
Funded debt,		400,000 00
Current liabilities:		
Loans and bills payable,	\$290,000 00	
Dividends not called for,	3,023 00	
Matured interest coupons unpaid (including coupons due July 1),	390 00	
Rentals due July 1,	123,214 00	
Accrued interest to June 30,	8,000 00	
TOTAL CURRENT LIABILITIES,		424,627 00
Profit and Loss balance,		801,274 07
TOTAL,		\$4,272,801 07
CAPITAL STOCK.		
Capital stock authorized by charter,	\$3,825,000 00	
Capital stock authorized by votes of company,	3,825,000 00	
Capital stock issued (number of shares, 26,469); amount paid in,		\$2,646,900 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		2,646,900 00
Total number of stockholders,	832	
Number of stockholders in Massachusetts,	669	
Amount of stock held in Massachusetts,	\$2,111,300 00	
FUNDED DEBT.		
Funded debt, as follows:		
First mortgage bonds due 1897, rate of interest 6 per cent.,*		\$400,000 00
Interest paid on same during year,	\$24,000 00	
DESCRIPTION OF ROAD OWNED.		
Main line of road from Allyn's Point to Worcester, including New London Northern connection at Norwich,		66.16 miles.
Main line of road in Massachusetts,		18 24 "
Main line of road in Connecticut,		47.92 "
Total road belonging to this company,		66 16 "
Sidings and other tracks not before enumerated,		22.17 "
Same in Massachusetts,		7.83 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,		88 33 "
Same in Massachusetts,		26.07 "
Total length of tracks laid with steel rails, main track, 59.75 miles; Allyn's Point, 1 mile,		60.75 "
[Weights per yard, 60 pounds, and about 3 miles of 75 pounds steel.]		

* The bonds are secured by a mortgage upon the road in Connecticut.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	28
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	6
Number of highway bridges 18 feet above track,	2
Height of lowest bridge above the rail,	18 feet.
Number of crossings at which gates or flagman are maintained,	7
Number of crossings at which there are neither signals nor flagman,	21
Number of railroad crossings at grade (specifying each), .	2
New York & New England Railroad at Webster.	
Boston & Albany Railroad at South Worcester.	
Number of railroad crossings under other railroads (specifying each),	1
Webster branch of Boston & Albany at North Webster.	

NAME AND RESIDENCE OF OFFICERS.

George H. Ball, *President*, No. 40 State Street, Boston, Mass. P. St. M. Andrews, *Managing Agent*, Norwich, Conn. M. M. Whittemore, *Treasurer and Clerk of Corporation*, Norwich, Conn.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Edward L. Davis, Worcester, Mass. W. Bayard Cutting, New York City. Thos. B. Eaton, Worcester, Mass. Josiah H. Clarke, Worcester, Mass. William A. Slater, Norwich, Conn. George H. Ball, Boston, Mass. Francis H. Dewey, Worcester, Mass. A. George Bullock, Worcester, Mass. Charles P. Cogswell, Norwich, Conn.

PROPER ADDRESS OF THE COMPANY.

NORWICH & WORCESTER RAILROAD COMPANY,

NORWICH, CONN.

GEORGE H. BALL,
THOS. B. EATON,
EDWARD L. DAVIS,
JOSIAH H. CLARKE,
F. H. DEWEY,
 Directors.
M. M. WHITTEMORE,
 Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Aug. 15, 1892. Then personally appeared George H. Ball, Thomas B. Eaton and M. M. Whittemore, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. O. BILLINGS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Aug. 31, 1892. Then personally appeared Edward L. Davis, Josiah H. Clarke and F. H. Dewey, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE E. MERRILL,
Justice of the Peace.

REPORT

OF THE

OLD COLONY RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

INCOME ACCOUNT.		
<i>General Exhibit for the Year.</i>		
Gross earnings from operation,	\$8,738,812 23	
Less operating expenses,	6,620,602 50	
Income from operation,	<u> </u>	\$2,118,209 73
Interest on bonds owned:		
Fall River, Warren & Providence Railroad Company, . . . . .	. . . . .	19,259 43
Dividends on stocks owned:		
Old Colony Steamboat Company,	\$96,730 00	
Union Freight Railroad Company,	10,045 00	
Providence, Warren & Bristol Railroad Company,	40 00	
New Bedford, Martha's Vineyard & Nantucket Steamboat Company,	2,400 00	
	<u> </u>	109,215 00
Miscellaneous income, less expenses:		
Dividend on Providence, Warren & Bristol Railroad stock held by lease,	\$21,288 00	
Dividend on Union Freight Railroad stock held by lease,	10,045 00	
Premium on stock sold,	391,993 75	
Miscellaneous,	6,000 00	
	<u> </u>	429,326 75
TOTAL INCOME, . . . . .	. . . . .	2,676,010 91
Deductions from income:		
Interest on funded debt accrued during year,	\$645,450 00	
Interest and discount on interest-bearing current liabilities,	71,498 92	
Taxes,	441,073 75	
Rentals:		
Nantasket Beach Railroad,	\$6,250 01	
Chatham Railroad,	2,953 46	
Boston & Providence R.R.,	522,600 00	
Attleborough Branch R.R.,	9,219 00	
Fall River Railroad,	17,223 45	
Providence, Warren & Bristol Railroad,	24,661 90	
	<u> </u>	582,907 82
Total deductions from income,	<u> </u>	1,740,930 49
NET INCOME, . . . . .	. . . . .	935,080 42
Dividends declared ($6\frac{4}{10}$ per cent.) on common stock, . . . . .	. . . . .	827,610 70
Surplus for year ending June 30, 1892, . . . . .	. . . . .	107,469 72
Balance Profit and Loss Account June 30, 1891 (surplus), . . . . .	. . . . .	732,888 18
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS), . . . . .	. . . . .	840,357 90

EARNINGS FROM OPERATION.

ITEMS.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger revenue,	\$5,137,824 91		
Less repayments:			
Tickets redeemed, . . . . .	. . . . .	\$3,933 16	
Excess fares refunded, . . . . .	. . . . .	34,763 76	
Total deductions, . . . . .	. . . . .	\$38,696 92	
TOTAL PASSENGER REVENUE, . . . . .	. . . . .	. . . . .	\$5,099,127 99
Mail, . . . . .	. . . . .	. . . . .	81,497 06
Express, . . . . .	. . . . .	. . . . .	206,761 10
Extra baggage and storage, . . . . .	. . . . .	. . . . .	36,422 30
Other items, . . . . .	. . . . .	. . . . .	8,620 24
TOTAL PASSENGER EARNINGS, . . . . .	. . . . .	. . . . .	\$5,432,428 69
Freight:			
Freight revenue,	\$3,177,215 60		
Less repayments:			
Overcharge to shippers, . . . . .	. . . . .	\$14,102 12	
Total deductions, . . . . .	. . . . .	\$14,102 12	
TOTAL FREIGHT REVENUE, . . . . .	. . . . .	. . . . .	\$3,163,113 48
Other items:			
Gravel, \$13,368 69; Wharves, \$8,576.68, . . . . .	. . . . .	. . . . .	21,945 37
TOTAL FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$3,185,058 85
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$8,617,487 54
Other earnings from operation:			
Rents from tracks, yards and terminals, . . . . .	. . . . .	. . . . .	31,682 15
Rentals not otherwise provided for, . . . . .	. . . . .	. . . . .	89,642 54
TOTAL GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$8,738,812 23

OPERATING EXPENSES.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	Total.
Maintenance of way and structures:			
Repairs of roadway,	\$563,532 08	\$218,471 45	\$782,003 53
Renewals of rails,	52,685 26	20,425 14	73,110 40
Renewals of ties,	85,783 23	33,270 52	119,053 75
Repairs of bridges and culverts,	30,776 08	11,931 35	42,707 43
Repairs of fences, road-crossings, signs and cattle guards,	36,842 47	14,283 18	51,125 65
Repairs of buildings,	287,245 18	91,223 94	378,469 12
Repairs of docks and wharves,	8,904 07	3,451 95	12,356 02
Repairs of telegraph,	31,409 18	12,190 66	43,599 84
TOTAL,	\$1,097,177 55	\$405,248 19	\$1,502,425 74
Maintenance of equipment:			
Repairs and renewals of locomotives,	\$260,974 04	\$105,014 89	\$365,988 93
Repairs and renewals of passenger cars,	500,090 34	-	500,090 34
Repairs and renewals of freight cars,	-	289,430 44	289,430 44
Shop machinery, tools, etc.,	24,728 12	9,586 66	34,314 78
TOTAL,	\$785,792 50	\$404,031 99	\$1,189,824 49

* See foot-note, page 217.

OPERATING EXPENSES — Concluded.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	Total.
Conducting transportation:			
Wages of enginemen, firemen and roundhousemen,	\$310,272 74	\$197,570 87	\$507,843 61
Fuel for locomotives,	417,976 55	278,939 83	696,916 38
Water supplies for locomotives,	37,513 68	14,543 39	52,057 07
All other supplies for locomotives,	27,424 71	16,955 96	44,380 67
Wages of other trainmen,	383,011 39	316,216 98	699,228 37
All other train supplies,	46,573 19	9,978 42	56,551 61
Wages of switchmen, flagmen and watchmen,	262,417 07	101,734 47	364,151 54
Expense of telegraph, including train despatchers and operators,	35,033 09	13,581 72	48,614 81
Wages of station agents, clerks and laborers,	270,126 18	453,970 70	724,096 88
Station supplies,	84,445 30	24,901 42	109,346 72
Car mileage — balancees,	1,870 51	55,357 44	57,227 95
Loss and damage,	6,418 96	9,809 86	16,228 82
Injuries to persons,	183,105 60	23,797 94	206,903 54
TOTAL,	\$2,066,188 97	\$1,517,359 00	\$3,583,547 97
General expenses:			
Salaries of officers,	\$31,911 75	\$12,379 95	\$44,291 70
Salaries of clerks,	59,965 09	23,247 41	83,212 50
General office expenses and supplies,	10,551 11	4,090 48	14,641 59
Agencies, including salaries and rent,	2,094 91	812 16	2,907 07
Advertising,	37,901 47	14,693 73	52,595 20
Insurance,	11,228 26	4,353 01	15,581 27
Insurance for personal injuries,	18,015 65	6,984 35	25,000 00
Rents for tracks, yards and terminals,	4,319 49	1,674 59	5,994 08
Rentals not otherwise provided for,	3,000 84	1,164 76	4,165 60
Legal expenses,	13,613 03	5,277 53	18,890 56
Stationery and printing,	43,716 18	16,948 00	60,664 18
Other general expenses,	12,150 15	4,710 40	16,860 55
TOTAL,	\$248,467 93	\$96,336 37	\$344,804 30
Recapitulation of expenses:			
Maintenance of way and structures,	\$1,097,177 55	\$405,248 19	\$1,502,425 74
Maintenance of equipment,	785,792 50	404,031 99	1,189,824 49
Conducting transportation,	2,066,188 97	1,517,359 00	3,583,547 97
General expenses,	248,467 93	96,336 37	344,804 30
GRAND TOTAL,	\$4,197,626 95	\$2,422,975 55	\$6,620,602 50
Percentage of operating expenses to earnings, . . . . .	. . . . .	. . . . .	75.76

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Grading and masonry,	\$246,806 07
Bridging,	58,215 00
Superstructure, including rails,	55,859 98
Lands, land damages and fences,	255,685 37
Passenger and freight stations, wood-sheds and water stations,	57,466 92
Engine-houses, car-sheds and turn-tables,	43,862 92
Engineering, agencies, salaries and other expenses during construction,	8,403 83
Purchase of other roads:	
Fall River, Warren & Providence Railroad,	355,866 47
TOTAL FOR CONSTRUCTION,	\$1,082,166 56

* The items in these columns which are not directly chargeable to either passenger or freight business are to be apportioned between the two on the basis of train mileage as prescribed by the Interstate Commerce Commission. The result, therefore, is not accurate, but only approximate, and this fact must be borne in mind in drawing conclusions therefrom.

Passenger, mail and baggage cars, 18.96 per cent. of 4 Shore Line passenger cars,	\$7,235 15
Other expenditures charged to property account:	
Stock of Providence, Warren & Bristol Railroad Company,	1,600 00
Stock of New York, Providence & Boston and Old Colony Railroad Terminal Company,	37,500 00
Providence Terminal improvement account,	14,431 65
Boston & Providence Railroad improvement account,	129,537 85
TOTAL CHARGES TO PROPERTY ACCOUNTS,	\$1,272,471 21
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Sale of land and buildings,	\$11,646 80
Bonds and stock of Fall River, Warren & Providence Railroad Company,	348,655 43
Charged to expense from Boston & Providence lease account,	13,000 00
Total credits to property accounts,	373,302 23
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	\$899,168 98

General Balance Sheet June 30, 1892.

DR.

Cost of road,	\$21,698,256 49	
Cost of equipment,	2,340,602 68	
Stock of Old Colony Steamboat Company,	967,300 00	
Stock of New Bedford, Martha's Vineyard & Nantucket Steamboat Company,	15,340 83	
Stock of Union Freight Railroad Company,	79,014 42	
Stock of Fall River Railroad Company,	5,967 00	
Stock of Providence, Warren & Bristol Railroad Company,	1,600 00	
Stock of New York, Providence & Boston and Old Colony Railroad Terminal Company,	37,500 00	
Stock of Lowell & Framingham Railroad Company,	10,529 69	
Stock of Sea View Hotel & Wharf Company,	7,270 00	
Stock of Oak Bluffs Land and Wharf Company,	100 00	
Lands in Massachusetts,	457,085 44	
Lands in Rhode Island,	40,100 00	
Providence terminal improvements,	74,016 78	
TOTAL PERMANENT INVESTMENTS,		\$25,734,683 33
Cash,	\$343,575 12	
Bills receivable,	146,920 79	
Due from agents,	313,246 65	
Due from solvent companies and other individuals,	270,808 61	
Other cash assets,	101,587 47	
TOTAL CASH AND CURRENT ASSETS,		1,176,138 64
Other assets:		
Materials and supplies,	\$702,247 56	
Boston & Providence Railroad lease and improvement account,	1,671,938 18	
TOTAL OTHER ASSETS,		2,374,185 74
TOTAL,		\$29,285,007 71

Capital stock :	CR.		
Common,		\$13,167,500 00	
Stock liability,		9,025 00	
TOTAL CAPITAL STOCK,			\$13,176,525 00
Funded debt,			12,156,200 00
Current liabilities :			
Loans and bills payable,		\$1,700,561 10	
Audited vouchers and accounts,		506,804 83	
Wages and salaries,		262,996 44	
Net traffic balances due to other companies,		339,816 42	
Dividends not called for,		38,849 56	
Matured interest coupons unpaid (including coupons due July 1),		140,156 00	
Rentals due July 1,		2,407 96	
TOTAL CURRENT LIABILITIES,			2,991,592 31
Accrued liabilities :			
Accrued interest not yet due,			120,332 50
Profit and Loss balance,			840,357 90
TOTAL,			\$29,285,007 71

CAPITAL STOCK.

Capital stock authorized by charter,	* \$15,000,000 00	
Capital stock authorized by votes of company,	15,000,000 00	
Capital stock issued (number of shares, 131,675); amount paid in,		\$13,167,500 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		13,167,500 00
Total number of stockholders,	6,319	
Number of stockholders in Massachusetts,	5,857	
Amount of stock held in Massachusetts,	\$12,394,000 00	

FUNDED DEBT.

Funded debt as follows :

Fitchburg & Worcester Railroad mortgage bonds due Oct. 1, 1881, rate of interest 7 per cent.,	\$200 00
Agricultural Branch Railroad mortgage bonds due July 1, 1884, rate of interest 6 per cent.,	4,000 00
Old Colony Railroad bonds due March 1, 1894, rate of interest 7 per cent.,	1,692,000 00
Interest paid on same during year,	\$118,265 00
New Bedford Railroad mortgage bonds due July 1, 1894, rate of interest 7 per cent.,	400,000 00
Interest paid on same during year,	\$27,965 00
Old Colony Railroad bonds due June 1, 1895, rate of interest 6 per cent.,	500,000 00
Interest paid on same during year,	\$29,700 00
Old Colony Railroad bonds due Sept. 1, 1896, rate of interest 6 per cent.,	1,100,000 00
Interest paid on same during year,	\$66,060 00
Old Colony Railroad bonds due Aug. 1, 1897, rate of interest 6 per cent.,	2,000,000 00
Interest paid on same during year,	\$120,210 00
Old Colony Railroad bonds due Dec. 1, 1897, rate of interest 4½ per cent.,	200,000 00
Interest paid on same during year,	\$9,000 00
Old Colony Railroad bonds due April 1, 1904, rate of interest 4½ per cent.,	498,000 00
Interest paid on same during year,	\$22,567 50

* Additional authority has also been given for such amount of stock as may be required for raising the grade of the Boston & Providence Railroad.

Funded debt — <i>Concluded.</i>	
Old Colony Railroad bonds due July 1, 1904, rate of interest 4 per cent.,	\$750,000 00
Interest paid on same during year, \$30,000 00	
Boston, Clinton, Fitchburg & New Bedford Railroad mortgage bonds due Jan. 1, 1910, rate of interest 5 per cent.,	1,912,000 00
Interest paid on same during year, \$95,225 00	
Old Colony Railroad bonds due Jan. 1, 1938, rate of interest 4 per cent.,	2,900,000 00
Interest paid on same during year, \$116,000 00	
Old Colony Railroad notes due 1897, rate of interest 5 per cent.,	200,000 00
Interest paid on same during year, \$10,000 00	
TOTAL AMOUNT OF FUNDED DEBT,	\$12,156,200 00
PASSENGER, FREIGHT AND TRAIN MILEAGE.	
Passenger traffic :	
Number of passengers carried earning revenue,	23,870,419
Number of passengers carried one mile,	284,035.751
Average distance carried,	11.90 miles.
Total passenger revenue,	\$5,099,127 99
Average amount received from each passenger,	21.367 cents.
Average receipts per passenger per mile,	1.795 "
Estimated cost of carrying each passenger one mile,*	1.478 "
Passenger earnings per mile of road,†	\$9,227 06
Passenger earnings per train mile,	\$1 37.226
Freight traffic :	
Number of tons carried of freight earning revenue,	3,708,480
Number of tons carried one mile,	114,090.656
Average distance haul of one ton,	30.77 miles.
Total freight revenue,	\$3,163,113 48
Average amount received for each ton of freight,	85 294 cents.
Average receipts per ton per mile,	2 772 "
Estimated cost of carrying one ton one mile,*	2.124 "
Freight earnings per mile of road,	\$5,409 87
Freight earnings per train mile,	\$2 07.530
Train mileage :	
Miles run by passenger trains,	3,947,583
Miles run by freight trains,	1,501,252
Miles run by mixed trains,	44,649
Total mileage trains earning revenue,	5,493,484
Miles run by switching trains,	1,157,402
Miles run by construction and other trains,	306,667
Total train mileage,	6,951,553
Mileage of loaded freight cars,	26,090,563
Mileage of empty freight cars,	7,673,695
Average number of freight cars in train,	22
Average number of loaded cars in train,	17
Average number of empty cars in train,	5
Average number of tons of freight in train,	74.34
Average number of tons of freight in each loaded car,	4.37
Average number of persons employed,	6,524
Rates of fare :	
Average rate of fare per mile received for local and commutation tickets,	1.965 cents.
Average rate of fare per mile received for mileage tickets,	2 "
Average rate of fare per mile received for season tickets, . . . . .	.738 cent.
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies,	1.935 cents.

* See note under "Operating Expenses."

† Average 538.75 miles operated.

Rates of freight:

Average rate per ton per mile received from freight way-billed local,	3.509 cents.
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Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies,	1.938 "
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Relating to passengers:

Passengers to Boston (including season),	7,049,378
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Passengers from Boston (including season),	7,151,069
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Season-ticket passengers to and from Boston,	1,226,713
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DESCRIPTION OF ROAD OWNED.

Main line of road from Boston to Plymouth, Provincetown, New Bedford and Newport, and from Taunton to Fitchburg and Framingham to Lowell,	368.89 miles.
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Main line of road in Massachusetts,	352.70 "
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Main line of road in Rhode Island,	16.19 "
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Double track on main line,	124.84 "
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Same in Massachusetts,	124.84 "
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Third track on main line,91 mile.
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Same in Massachusetts,91 mile.
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Branches owned by company, viz.:

Dorchester & Milton Branch (single track),	3.30 miles.
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Stoughton Branch (double track),	1 65 "
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Shawmut Branch (single track),	2 39 "
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Bridgewater Branch (single track),	6.12 "
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Brockton Branch (single track),75 mile.
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Granite Branch (single track),	5.41 miles.
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Hyannis Branch (single track),	5.05 "
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Woods Holl Branch (single track),	17.54 "
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Middleborough & Taunton Branch (single track),	8.04 "
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Pratt's Junction to Sterling Junction (single track),	5 03 "
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Fall River to Warren (single track),	7.95 "
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Lancaster Branch (single track),	1 63 "
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Marlborough Branch (single track),	1.47 "
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Framingham Prison Branch (single track),62 mile.
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Attleborough Branch (single track),	8.60 miles.
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Acushnet Branch (single track),35 mile.
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Fairhaven Branch (single track),	15.17 miles.
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Hanover Branch (single track),	7.80 "
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Easton Branch (single track),	7.56 "
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Wrentham Branch (single track),	12 85 "
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Walpole & Dedham Branch (single track),	5.76 "
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Whittenton Cut-off Branch (single track),98 mile.
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Total length of branches owned by company,	126.02 miles.
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Total length of branches owned by company in Massachusetts,	123.89 "
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Total length of branches owned by company in Rhode Island,	2.13 "
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Double track on branches,	1.65 "
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Same in Massachusetts,	1.65 "
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Total road belonging to this company,	494.91 "
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Sidings and other tracks not before enumerated,	200 30 "
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Same in Massachusetts,	195.28 "
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TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	822.61 "
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Same in Massachusetts,	799.27 "
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Total length of tracks laid with steel rails,	691.08 "
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[Weights per yard, 50, 56, 58, 60, 67, 70 and 78 pounds.]

<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract, the Operations of which are included in this Return.</i>	
Fall River Railroad,	12.25 miles.
Chatham Railroad,	7.07 "
Nantasket Beach Railroad,	6.95 "
Boston & Providence Railroad,	63.69 "
Attleborough Branch Railroad,	4 "
Providence, Warren & Bristol Railroad,	14.35 "
Total length of above roads,	108.31 "
Total length of above roads in Massachusetts,	83.54 "
Total length of above roads in other States (specifying each):	
Rhode Island,	24.77 "
Total miles of road operated by this company,	603.22 "
Total miles of road operated by this company in Massachusetts,	560.13 "
Number of stations in Massachusetts on all roads operated by this company,	297
Number of telegraph offices in same,	158
Number of stations on all roads owned by this company,	240
Same in Massachusetts,	232

DESCRIPTION OF EQUIPMENT.

	Number Owned.	Number Leased.	Total Number.	Maximum Weight.	Average Weight.	Number Equipped with Train Brake.	Number Equipped with Driving-Wheel Brake.	Number Equipped with Patent Coupler.
Locomotives:				Tons.	Tons.			
Passenger,	112	39	151	56	39 $\frac{3}{4}$	151	86	-
Freight,	35	16	51	54 $\frac{1}{4}$	42 $\frac{1}{2}$	48	40	-
Other,	28	10	38	47	30	5	32	-
TOTAL,	175	65	240	-	39	204	158	-
Passenger cars,	283	137	420	33	26	420	-	420
Combination cars,	94	17	111	30	23	111	-	111
Baggage, mail and express cars,	52	24	76	25	22	76	-	76
Parlor cars,	10	16	26	37 $\frac{1}{2}$	37 $\frac{1}{2}$	26	-	26
Dining cars,	2	-	2	38	38	2	-	2
Sleeping cars,	-	8	8	38	38	8	-	8
Directors' and pay cars,	1	1	2	32	26 $\frac{1}{2}$	2	-	2
TOTAL, *	442	203	645	-	-	645	-	645
Box freight cars (basis of 8 wheels),	1,165 $\frac{1}{2}$	375	1,540 $\frac{1}{2}$	12 $\frac{1}{2}$	9 $\frac{1}{2}$	238	-	108
Stock freight cars (basis of 8 wheels),	15	-	15	8	8	-	-	-
Coal freight cars (basis of 8 wheels),	800	173 $\frac{1}{2}$	973 $\frac{1}{2}$	12 $\frac{1}{2}$	6 $\frac{1}{2}$	150	-	103
Flat freight cars (basis of 8 wheels),	578	124	702	15	7	6	-	-
TOTAL,	2,558 $\frac{1}{2}$	672 $\frac{1}{2}$	3,231	-	-	394	-	211
Cars in company's service:								
Gravel cars,	100	75	175	5	5	-	-	-
Derrick cars,	12	3	15	-	-	7	-	-
Caboose cars,	48	5	53	-	-	4	-	2
Other road cars,	46	12	58	-	-	41	-	33
TOTAL,	206	95	301	-	-	52	-	35

Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels,	645
Number of cars in passenger equipment with 12 wheels fitted with brakes for all wheels,	3

* The company owns only a fractional part of 23 passenger and baggage cars and leases a fractional interest in 2 locomotives and 68 passenger and baggage cars which are included in the above equipment.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	18	6	15	6	33	6	33
Employees,	2	18	14	56	16	64	16	65
Others, .	-	1	29	13	29	14	32	14

LIST OF ACCIDENTS ON THE OLD COLONY RAILROAD, FOR THE YEAR
ENDING JUNE 30, 1892.

July 4, 1891. — Alexander Williams, a stone cutter, while standing intoxicated on the track at Quincy Adams, was struck by a train and injured in the head.

July 6. — Seth F. Tobey attempted to drive across the track at South Wareham in advance of a train, in spite of the flagman, who seized the horse by the head, and was struck by the train and killed.

July 11. — William Fisher stepped from the train at Roslindale before it had come to a stop at the station; the wheels passing over one foot.

July 11. — Joseph La Roche (or Joseph Stone) was killed at Fitchburg, in consequence of a large stone falling onto him as it was being loaded onto a car.

July 12. — Patrick Connell attempted to leave a train before it had stopped at Roslindale station, and was thrown down on station platform and seriously injured.

July 14. — Edward Fisher, a brakeman, was thrown to the ground from a coal car at Acton, in consequence of a brake shaft twisting off, and was severely injured.

July 20. — Damairic Lamford, laborer, had one foot crushed while crossing track in advance of a train at East Walpole.

July 21. — Daniel A. Baker, freight brakeman, had collar-bone fractured and shoulder dislocated while coupling at East Weymouth.

July 22. — D. C. Cronin, freight brakeman, had two ribs broken and was otherwise injured in consequence of being struck by a bridge guard post while boarding an engine at South Boston.

July 23. — Edward Crandall, freight brakeman, fell between two freight cars at the central division yard, Boston, and was killed.

July 25. — L. B. Rolfe, freight brakeman, lost two fingers while coupling at Myricks.

July 25. — William Cochrane, a switchman, was struck by the end of a stick of timber, which projected from a train, at South Boston, and had his ankle broken.

July 31. — George Richards, a freight brakeman, fell between the cars of a moving train at Roxbury and was seriously injured.

August 1. — S. W. Wilson, freight brakeman, had his hand crushed in coupling in the central division yard, Boston.

August 5. — Carl Antonio Jacobson, a stone cutter, was caught between some cars which were being shoved by hand on a side track at Quincy Adams, and was fatally injured.

August 5. — Patrick Cain was found dead beside track at Mansfield, evidently having been run over by a train.

August 7. — George I. Smith and Frank Smith were struck by the engine of a train in advance of which they were attempting to cross the track at Crescent Avenue. The former was fatally, and the latter severely, injured.

August 9. — An unknown man was struck by a train and killed while sitting near the track at Brayton Point.

August 12. — Patrick Harvey had one foot crushed in consequence of leaving a train before it had stopped at Sharon.

August 18. — Thomas Heywood was struck by a train while driving across the track at Crescent Avenue, and seriously injured.

August 22. — Joseph Wright was struck by a train, and killed, while crossing the track at Second Street, Taunton, while gates were down.

September 2. — William Shea, a brakeman, fell from the top of a car at Halifax, and was run over and had one arm crushed.

September 3. — Winthrop T. Rogers attempted to cross tracks at Quincy Adams while the gates were down, and was struck by a train and instantly killed.

September 4. — Joseph Benjamin, a freight brakeman, was thrown from the top of a car to the track at Fall River, in consequence of a brake wheel coming off, and was severely injured.

September 5. — Jeremiah Barry, a sectionman, was killed while walking on the track near Dedham road.

September 6. — John Murphy was run over and killed near Old Colony House, while lying in an intoxicated condition on the track.

September 8. — C. M. Pattee, a freight brakeman, had his arm badly jammed at Braintree while coupling.

September 13. — Matthew McCaffrey jumped from a moving train at Framingham Centre and had two toes crushed.

September 18. — Everett Grant, brakeman, had two toes crushed in the attempt to board an engine at Mansfield.

September 19. — John E. Moils, a fireman, fell into the man-hole of an engine, while in the act of taking water at Middleborough, and was seriously injured.

September 19. — Daniel Buckley and Otis Clark attempted to leave a train before it had reached the station at Easton, by crawling under the car gates, and were both fatally injured. They were intoxicated.

September 21. — Thomas Fury, a freight handler, received a compound fracture of the ankle, caused by a case of merchandise falling upon him in a car at Fall River.

September 23. — An unknown man was killed while walking on the track at North Stoughton.

September 23. — A. J. Phillips, a brakeman, had several ribs injured in coupling at Fitchburg.

September 24. — F. D. White, an engineman, received a compound fracture of the right arm in the Kneeland Street passenger station, Boston, in consequence of the train being started while he was inspecting the machinery of engine.

October 1. — T. B. Alexander, a fireman, had his side fractured in Fall River, in consequence of a collision caused by a misplaced switch.

October 1. — Charles T. Haskell, while attempting to drive across track, in

an intoxicated condition, near Chelmsford, where there was no crossing, was struck by a train and severely injured.

October 2. — A. C. Short, an engineman, while hanging out between the cab and tender, near Dean Street, Taunton, to observe a hot-box, was struck by the abutment of a bridge and instantly killed.

October 7. — Daniel Kerrigan, while lying in an intoxicated condition on the track at Campello, was run over and killed.

October 8. — Daniel Mahoney attempted to leave a train before it had stopped at the station at East Taunton, and had his right leg crushed.

October 8. — P. Levine, a brakeman, slipped in the attempt to board a moving train at Mansfield, and had one foot partially crushed.

October 9. — Lena Small, a child, went under the gates at Mill Street, Harrison Square, while they were down, and was struck by a train and killed.

October 13. — Oliver Guno, employee, was killed at Fitchburg while attempting to pass between two moving freight cars.

October 13. — Henry M. Blanchard, a brakeman, had his hand split open while coupling at South Framingham.

October 13. — John W. Cummings, a patient in the Nervine Hospital, was found dead on the track near Forest Hills, having been run over by some evening train.

October 15. — James Butler, a brakeman, had two fingers crushed in coupling at Seaside.

October 21. — Patrick F. Shea, a brakeman, had four fingers crushed at East Milton while coupling.

October 23. — John Barney, a brakeman, was run over and killed at Norwood in the attempt to board a moving train.

October 24. — Charles E. Condon, a brakeman, was injured in hip and thigh while coupling at South Sherborn.

October 24. — Annie Corbett attempted to cross tracks at Dorchester Avenue, South Boston, while gates were down, and was struck by a train and seriously injured.

October 28. — Jacob Hillback was run over and killed at Quincy, while lying in an intoxicated condition on the track.

October 30. — John Reynolds was struck and killed by a train at South Braintree while walking on the track.

November 4. — William Martin, a laborer, while dumping a car of sand at Marlborough, was caught between car and freight house and had his collar-bone broken.

November 4. — A team driven by Eugene Braley was struck by a train at a private crossing in New Bedford, and Mr. Braley was severely injured in consequence of the wagon going over him.

November 6. — Edward P. Hayes, a freight brakeman, in coupling was thrown down in some unknown way at Bridgewater Iron Works, and was run over, the toes on both feet being crushed.

November 6. — Peter Fee was thrown to the station platform at Savin Hill in the attempt to leave a train before it had stopped, and was seriously injured.

November 7. — Murdick King attempted to cross the tracks at Braintree station in advance of a train, and was struck by it and instantly killed.

November 9. — John Rogers, a sectionman, stepped in front of a train at Mansfield, in the attempt to avoid another, and was instantly killed.

November 15. — A boy named Joseph Costello attempted to board a moving freight train near Little Neck Bridge, South Boston, and had one foot crushed.

November 16. — The body of James A. Kennedy, a shoemaker, was found near track at Abington, evidently having been run over by some train while lying in an intoxicated condition on the track.

November 20. — Thomas Hall, a gateman, was struck by a train at Montello and seriously injured.

November 25. — L. Sprague, while at work unloading a car at West Hanover was thrown down and seriously injured, in consequence of another car striking the one he was in while switching.

November 27. — George Beaulieu, a track laborer, was struck by a construction train and fatally injured while walking on the track of the new Walpole & Dedham branch.

November 29. — John Heywood, a yard brakeman, had an arm crushed while coupling at South Boston.

December 5. — Patrick Quinn, a laborer, had one foot crushed in the central division yard, Boston, in consequence of train starting while he was attempting to cross between two freight cars.

December 8. — John Harris, a bridge carpenter, was struck by an engine in the central division yard, Boston, and seriously injured.

December 9. — P. O'Brien, a freight brakeman, was killed while coupling at North Easton.

December 10. — Thomas Smith jumped or fell from a train at Tremont before it had reached the station, and had one foot crushed. The man was evidently under the influence of liquor at the time.

December 11. — Thomas Williams, a switchman, was thrown from a freight car to the ground and instantly killed at South Boston.

December 12. — P. F. McShea, a freight brakeman, was fatally injured while uncoupling cars at South Braintree.

December 17. — Michael Curran, a brakeman, had two fingers crushed at Lowell while coupling.

December 18. — Matthew Lesack, a yard brakeman, had his arm fractured and received other injuries in the attempt to board a moving train in the central division yard, Boston.

December 24. — Emil Pfack was struck by a train and fatally injured while walking on track at Brockton.

December 24. — Arthur Drew and S. O. Estes were severely, and about fifteen others slightly, injured, in consequence of a collision of two passenger trains at Braintree.

December 24. — I. P. Morrison and E. S. Gardner were struck by a train at Braintree; Morrison had his leg broken and Gardner was slightly injured.

December 28. — David Welch, a watchman, had his collar-bone broken while coupling at Fitchburg.

Jan. 4, 1892. — W. Creadon, a brakeman, fell from a freight car at East Walpole and was severely injured.

January 4. — James Murphy, a brakeman, had one finger crushed in coupling at South Framingham.

January 6. — Walter Staples was struck by a train and fatally injured while walking on the track at Mansfield.

January 9. — Albert E. Randall, freight conductor, was killed while coupling at South Boston.

January 14. — William Proctor was run over and killed at Neponset while crossing the track in advance of a train.

January 15. — Engineman Stephen Gotham fell from his engine at Fall River and badly injured his knee-pan.

January 18. — Mary Mahoney was fatally injured at Atlantic while crossing the track in advance of a train.

January 20. — I. D. Brigham, a brakeman, had two fingers crushed while coupling at Clinton.

January 21. — Engineman J. W. Doherty fell from his engine at Plymouth and was severely injured.

January 28. — Ira Bosworth, station agent at Campello, fell from a freight car in which he was at work, and broke his leg.

February 1. — Sylvester Partridge had one foot crushed at Roxbury in the attempt to leave a train before it had stopped at that station.

February 2. — Oliver Shute, a freight conductor, fell from a freight car at North Sudbury, receiving severe injuries to knee-cap.

February 4. — Brian Gallagher, a switchman, was struck by an engine in the central division yard, Boston, and severely injured.

February 5. — The body of an unknown man, evidently having been killed by train, was found lying between the tracks at Boylston.

February 7. — M. Kirby, a freight brakeman, had his arm jammed in coupling at South Framingham.

February 8. — William H. Horne was run over and killed at Fall River while lying in an intoxicated condition on the tracks.

February 9. — Edward Dolan, yardmaster, slipped from the ladder of a freight car at Fitchburg, and was run over and had right arm crushed.

February 10. — John Hobell fell against the truck of a car at Whitman station and received bad injuries to the head.

February 12. — Ezekiel B. Taylor, conductor of a construction train, was killed between Rock and Middleborough stations, while coupling.

February 15. — W. C. Tower, a freight brakeman, fell between two cars at Hanover, having two ribs broken and other injuries.

February 16. — Harry M. Riley, while intoxicated, attempted to pass between two cars in the Park Square station, Boston, and was caught between them, badly jamming the left leg.

February 16. — A team in which were John Westgate and John C. Westgate, father and son, was struck by a train while crossing the track at Tremont. Both men were killed and the team demolished.

February 19. — A. W. Arnold, a freight brakeman, had a hand badly jammed in coupling at South Boston.

February 22. — Edward Haskell, a freight brakeman, had his hand badly jammed in coupling at Middleborough.

February 26. — Michael Kendrick had several ribs fractured while he was assisting in pushing the tender of an engine from the engine house at Roxbury, by being caught between it and the door post of the house.

February 27. — David Pushie, a sectionman, fell from a hand car at Hanover, in consequence of a broken wheel, and had one rib broken.

February 28. — Engineman G. W. Thain was struck by a bridge post, while standing between engine and tender at Roxbury, receiving a bad cut in the head.

February 29. — Mrs. L. W. Harmon was severely injured in consequence of

being thrown against a car seat while some other cars were being attached to the train in the Kneeland Street station, Boston.

March 2. — Charles B. Brown, section foreman, was struck by a train at Whittenton Junction during a snow storm, and fatally injured.

March 3. — James Bordrop and Henry Young, while walking on the track near Seaside, during a snow storm, were struck by a train. The former was killed and the latter severely injured.

March 4. — Conductor I. G. Grew fell from the steps of an engine upon which he was riding at Montello, and was severely bruised.

March 9. — Byron W. Barney, a Concord & Montreal Railroad brakeman, while walking on track at Concord Junction, was struck by an Old Colony Railroad train and fatally injured.

March 12. — Henry Herbst jumped from a train in front of another at Dedham, and was struck by it and severely injured.

March 16. — Owen Bacon, a brakeman, had his arm broken while coupling at Buzzard's Bay.

March 17. — Frank Gustin was struck by a train while crossing the tracks in the central division yard, Boston, and had one foot severely injured.

March 19. — Timothy Sheehan was struck by a train at Quincy, while crossing from one platform to another, and was badly injured.

March 26. — E. H. Foster, a freight clerk, was struck by a train and instantly killed while crossing the tracks at South Boston.

March 28. — Carl Pierce had three fingers crushed while coupling at Middleborough.

March 31. — John Cotter was struck by a train and severely injured while walking on track at South Boston.

April 7. — C. N. Perkins, a section master, fell from a flat car while unloading sleepers between Sudbury and South Sudbury, receiving severe injuries.

April 8. — Isaac B. Tinkham, a sectionman, stepped in advance of a passing train at Tremont and was instantly killed.

April 9. — E. J. McGinn, a freight brakeman, fell from a freight car to the ground at Mansfield and had right foot severely injured.

April 10. — Miss Alice Delaney had one foot crushed while attempting to board a moving train at Roxbury by crawling under the car gates.

April 18. — John J. Sullivan fell at New Bedford in the attempt to board a moving train, and was run over and fatally injured.

April 21. — Thomas Rinfert, a brakeman, fell to the ground at North Easton, in passing from one car to another, and was severely injured in the hip.

May 3. — George Kuntz crawled under the street gates at Boylston, and was killed in the attempt to cross the tracks in advance of a train.

May 8. — John McWeeney, a sectionman, was severely injured in the foot at Taunton Central, in consequence of a section of station platform, which was being repaired, falling on him.

May 12. — Daniel Driscoll, a brakeman, had a thumb and finger crushed while coupling at Jamaica Plain.

May 13. — Charles Sturgenene, a laborer, lost two fingers in consequence of having them caught in car door while dumping gravel at Tremont.

May 14. — Joseph E. Kelley, a freight brakeman, had two fingers crushed in coupling at Bourne.

May 16. — Joseph Duffy was killed while walking on the track in the yard at Middleborough.

May 17. — Joseph Harrison, a laborer, had three toes crushed in consequence of a rail falling on them in a gravel pit at Readville.

May 21. — Thomas Barry had his shoulder dislocated in attempting to leave a train at Montello before it had stopped.

May 22. — Fred Surapenaut, a track man, had his shoulder-cap and several ribs broken by being caught in the crank of a hand-car at Neponset, and being thrown on the track.

May 23. — R. F. Johnson, agent at Montello, was severely injured in consequence of falling from a freight car upon which he was at work.

May 26. — Jesse McDonald was struck by a train and instantly killed while crossing from one platform to another at Quincy Adams station.

May 26. — A. Jansen was killed at Forest Hills in the attempt to cross the track in advance of a train.

May 27. — Thomas Mauning, a freight brakeman, fell from a car at South Boston and dislocated his shoulder.

May 30. — Mrs. Gonetilde Duford was run over and killed at Fitchburg while walking on the track.

May 31. — Peter Hiram, a circus employee, fell from a train at North Dighton and was run over and fatally injured.

June 4. — John Cahill, a brakeman, fell in the attempt to get onto the front end of a switching engine in the Providence yard, Boston, and had his collar-bone broken and received other injuries.

June 7. — Owen Wade, a sectionman, was thrown from a hand-car at East Taunton in consequence of getting his sleeve caught in the crank, and had his collar-bone broken.

June 13. — J. F. Carpenter, a brakeman, was severely jammed in coupling at South Boston.

June 14. — Theodore Burham, a track inspector, had two fingers crushed by catching his hand in the cogs of a bicycle car at Hebronville.

June 23. — Miss E. H Pearson was seriously injured in consequence of jumping from a train before it had come to a stop in the Kneeland Street station in Boston.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	581
Number of crossings of highways over railroad,	87
Number of crossings of highways under railroad,	36
Number of highway bridges 18 feet above track,	31
Number of highway bridges less than 18 feet above track, . .	56
Height of lowest bridge above the rail,	14 ft.
Number of crossings at which gates or flagman are maintained,	259
Number of crossings at which electric signals are maintained,	20
Number of crossings at which there are neither signals nor flagman,	302
Number of railroad crossings at grade (specifying each), .	8
Fitchburg Railroad at Concord Junction and Fitchburg,	2
Worcester & Nashua Railroad at Clinton,	1
New York & New England Railroad at Walpole and Medfield,	2

Boston & Providence Railroad at Mansfield,	1
Boston & Albany Railroad at South Framingham,	1
Central Massachusetts Railroad at South Sudbury,	1
Number of railroad crossings over other railroads (specifying each),	1
New York & New England Railroad at Boston.	
Number of railroad crossings under other railroads (specifying each),	1
Central Massachusetts Railroad at West Berlin.	

New Bridges of over Ten Feet Span built within the Year on Roads operated in Massachusetts (including Those replacing Old Structures and Those built where None before existed).

Location.	To Replace.	Description.	Length of Spans and Number of Tracks.	When and by Whom Built.
Wareham.	New.	Iron plate girder.	1 span, 40 ft., single.	February, 1892. Boston Bridge Works.
Wareham.	New.	Iron plate girder.	1 span, 36 ft., single.	February, 1892. Boston Bridge Works.
Walpole.	New.	Iron plate girder.	1 span, 47½ in., single.	July, 1891. Boston Bridge Works.
Walpole.	New.	Iron plate girder.	1 span, 45 ft. 3 in., single.	July, 1891. Boston Bridge Works.
Norwood.	New.	Iron plate girder.	1 span, 32 ft. 6 in., single.	August, 1891. Boston Bridge Works.
Norwood.	New.	Iron plate girder.	31 ft., single.	November, 1891. Boston Bridge Works.
Norwood.	New.	Stone arch.	24 ft., single.	McCarthy Bros.
Norwood.	New.	Stone arch.	30 ft., single.	McCarthy Bros.
Norwood.	New.	Plate girder.	34 ft., 3 in., single.	December, 1891. Boston Bridge Works.
Lakeville.	New.	Pile bridge.	2 spans, 25 ft., single.	October, 1891. J. Harris.
Walpole.	Old bridge.	Plate girder.	1 span, 20 ft., single.	December, 1891. Boston Bridge Works.
Hull.	Old bridge.	Pile bridge.	278 ft., single.	March, 1892. J. Harris.
Hull.	Old bridge.	Pile bridge.	348 ft., single.	March, 1892. J. Harris.

Bridges on Roads operated in Massachusetts.

Total length of pile and trestle bridging,	13,028 ft., 8 in.
Bridges abolished during the year (specify how) :	
No. 485, pile bridge at Hull, shortened, filled up,	278 ft., 5 in.
No. 487, pile bridge at Hull, shortened, filled up,	279 ft., 6 in.
No. 493, pile bridge at Hull, entirely filled up,	1,795 ft., 6 in.
No. 495, pile bridge at Hull, entirely filled up,	205 ft.
No. 489, pile bridge at Hull, entirely filled up,	23 ft., 5 in.
Bridges extensively repaired during the year (specify how) :	
No. 315, Taunton, wooden stringer bridge, new top.	
No. 317, Taunton, wooden stringer bridge, new top.	
No. 5, Boston, new ties on all three tracks.	
No. 455, Boston, pile bridge, new ties and guards.	
No. 343, Kingston, plate girder, new ties and guards.	
No. 117, Somerset, pile bridge, new ties and guards on south-bound track.	
Total amount expended for repairs and renewals of bridges,	\$42,707 43

NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. Fredk. L. Ames, *Vice-President*, North Easton, Mass. James R. Kendrick, *General Manager*, Boston, Mass. C. Peter Clark, *General Freight Agent*, Newton Highlands, Mass. George L. Connor, *General Passenger Agent*, Boston, Mass. John M. Washburn, *Treasurer*, Boston, Mass. Edward G. Parker, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. Fredk. L. Ames, North Easton, Mass. Thomas J. Borden, Fall River, Mass. John S. Brayton, Fall River, Mass. Thomas Dunn, Newport, R. I. George A. Gardner, Boston, Mass. James R. Kendrick, Boston, Mass. Charles L. Lovering, Taunton, Mass. Abbott Lawrence, Boston, Mass. William J. Rotch, Boston, Mass. John J. Russell, Plymouth, Mass. Nathaniel Thayer, Lancaster, Mass. Joshua M. Sears, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

OLD COLONY RAILROAD COMPANY,

Box 379, BOSTON, MASS.

CHARLES F. CHOATE,
FREDK. L. AMES,
JNO. J. RUSSELL,
THOS. DUNN,
JOSHUA M. SEARS,
W. J. ROTCH,
THOS. J. BORDEN,
CHARLES L. LOVERING,
JOHN S. BRAYTON,
J. R. KENDRICK,
Directors.
JOHN M. WASHBURN,
Treasurer.
J. R. KENDRICK,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Aug. 26, 1892. Then personally appeared Charles F. Choate, Fredk. L. Ames, John J. Russell, Thomas Dunn, Joshua M. Sears, Wm. J. Rotch, Thomas J. Borden, Charles L. Lovering, John S. Brayton, J. R. Kendrick and John M. Washburn, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,
Justice of the Peace.

REPORT

OF THE

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

INCOME ACCOUNT.

General Exhibit for the Year.

Income from lease of road,	.	.	.	.	.	.	\$22,500	00
TOTAL INCOME,	.	.	.	.	.	.	22,500	00
Dividends declared (5 per cent.),	.	.	.	.	.	.	22,500	00

General Balance Sheet June 30, 1892.

DR.

Cost of road,	\$438,752 57
Cost of equipment,	11,247 43

[illegible]

CR.

Capital stock,	\$450,000 00
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[illegible]

CAPITAL STOCK.

Capital stock authorized by charter,	\$500,000 00	
Capital stock authorized by votes of company,	450,000 00	
Capital stock issued (number of shares, 4,500): amount paid		
in,		\$450.000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		450,000 00
Total number of stockholders,	100	
Number of stockholders in Massachusetts,	94	
Amount of stock held in Massachusetts,	\$445,900 00	

DESCRIPTION OF ROAD OWNED.	
Main line of road from Pittsfield to North Adams,	18.55 miles.
Main line of road in Massachusetts,	18.55 “
Total road belonging to this company,	18.55 “
Sidings and other tracks not before enumerated,	6.21 “
Same in Massachusetts,	6.21 “
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	24.76 “
Same in Massachusetts,	24.76 “
Total length of tracks laid with steel rails,	20.40 “
[Weights per yard, 63 and 72 pounds.]	

GENERAL INFORMATION.

Highway and Railroad Crossings in Massachusetts on Miles of Road owned.

Number of crossings of highways at grade,	17
Number of highway bridges 18 feet above track,	2
Number of crossings at which gates or flagman are maintained,	4
Number of crossings at which there are neither signals nor flagman,	13
Number of railroad crossings under other railroads (specifying each),	1
Fitchburg Railroad.	

NAME AND RESIDENCE OF OFFICERS.

James A. Rumrill, *President*, Springfield, Mass. Charles E. Stevens, *Treasurer*, Hingham, Mass. Augustine C. Ferry, *Clerk of Corporation*, Newton Centre, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Francis H. Appleton, Peabody, Mass. Zenas Crane, Dalton, Mass. Edward Jackson, Boston, Mass. James A. Rumrill, Springfield, Mass. Charles E. Stevens, Hingham, Mass.

PROPER ADDRESS OF THE COMPANY.

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY,
BOSTON, MASS.

J. A. RUMRILL,
ZENAS CRANE,
C. E. STEVENS,
Directors.
C. E. STEVENS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 6, 1892. Then personally appeared James A. Rumrill, Zenas Crane and Charles E. Stevens, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRANK H. RATCLIFFE,
Justice of the Peace.

REPORT
OF THE
PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[Road under construction.]

General Balance Sheet June 30, 1892.										
DR.										
Cost of road,	.	.	.	.	.	.	.	.	.	\$159,647 90
TOTAL,	.	.	.	.	.	.	.	.	.	\$159,647 90
CR.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$79,960 00
Funded debt,	.	.	.	.	.	.	.	.	.	75,000 00
Current liabilities:										
Loans and bills payable,	.	.	.	.	.	.	.	.	.	\$4,479 90
Matured interest coupons unpaid (including	.	.	.	.	.	.	.	.	.
coupons due July 1),	.	.	.	.	.	.	.	.	.	208 00
TOTAL CURRENT LIABILITIES,	.	.	.	.	.	.	.	.	.	4,687 90
TOTAL,	.	.	.	.	.	.	.	.	.	\$159,647 90

CAPITAL STOCK.										
Capital stock authorized by charter,	.	.	.	.	.	.	.	.	.	\$240,000 00
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	.	.	80,000 00
Capital stock issued (number of shares, 799); amount paid	.	.	.	.	.	.	.	.	.
in,	.	.	.	.	.	.	.	.	.	\$79,900 00
Capital stock paid in on shares not issued (number of shares, 1),	.	.	.	.	.	.	.	.	.	60 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	.	.	.	.	.	.	.	.	.	79,960 00
Total number of stockholders,	.	.	.	.	.	.	.	.	.	23
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	.	.	23
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	.	.	\$79,900 00

NAME AND RESIDENCE OF OFFICERS.

T. D. Shumway, *President*, Plymouth, Mass. L. T. Robbins, *Vice-President*,
Plymouth, Mass. Jason W. Mixter, *Treasurer*, Plymouth, Mass. B. A.
Hathaway, *Clerk of Corporation*, Plymouth, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

T. D. Shumway, Plymouth, Mass. L. T. Robbins, Plymouth, Mass. W. P.
Stoddard, Plymouth, Mass. J. W. Mixter, Plymouth, Mass. Geo. F. Morse,
Carver, Mass. Wm. R. Pierce, Middleborough, Mass. E. P. LeBaron,
Middleborough, Mass. H. T. Savery, Middleborough, Mass. Nathaniel
Morton, Plymouth, Mass.

PROPER ADDRESS OF THE COMPANY.

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY,
PLYMOUTH, MASS.

ALBERT T. SAVERY,
J. W. MIXTER,
G. F. MORSE,
L. T. ROBBINS,
WM. P. STODDARD,
THOS. D. SHUMWAY,
NATHANIEL MORTON,
E. P. LEBARON,
Directors.
J. W. MIXTER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Sept. 24, 1892. Then personally appeared Albert T. Savery, Jason W. Mixter, George F. Morse, Leavitt T. Robbins, William P. Stoddard, Thomas D. Shumway, Nathaniel Morton and Eugene P. LeBaron, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

B. A. HATHAWAY,
Justice of the Peace.

REPORT
OF THE
PROVIDENCE & WORCESTER RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the New York, Providence & Boston Railroad Company of Connecticut.]

INCOME ACCOUNT.		
<i>General Exhibit for the Year.</i>		
Income from lease of road,	\$450,000 00	
Miscellaneous income, less expense,	5,977 20	
TOTAL INCOME,		\$455,977 20
Salaries and maintenance of organization,	\$7,210 54	
Interest on funded debt accrued,	90,000 00	
TOTAL DEDUCTIONS,		97,210 54
NET INCOME,		358,766 66
Dividends declared (10 per cent.),		350,000 00
Surplus for year ending June 30, 1892,		8,766 66
Balance Profit and Loss Account June 30, 1891 (surplus),		286,819 21
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS)		295,585 87
General Balance Sheet June 30, 1892.		
Dr.		
Cost of road,	\$3,570,000 00	
Cost of equipment,	828,887 40	
TOTAL PERMANENT INVESTMENTS,		\$4,398,887 40
Cash,	\$110,452 34	
Due from solvent companies and other individuals,	809,991 13	
TOTAL CASH AND CURRENT ASSETS,		920,443 47
Other assets:		
Suspense account,		2,505 00
TOTAL,		\$5,321,835 87
Cr.		
Capital stock,	\$3,500,000 00	
Funded debt,	1,500,000 00	
Current liabilities:		
Premium on bonds sold by lessee,	26,250 00	
Profit and loss balance,	295,585 87	
TOTAL,		\$5,321,835 87

CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$3,500,000 00
Capital stock authorized by votes of company, . . .	3,500,000 00
Capital stock issued (number of shares, 35,000); amount paid in, . . .	\$3,500,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY, . . .	3,500,000 00
Total number of stockholders, . . .	866
Number of stockholders in Massachusetts, . . .	474
Amount of stock held in Massachusetts, . . .	\$1,877,500 00
FUNDED DEBT.	
Funded debt, as follows :	
First mortgage bonds due Oct. 1, 1897, rate of interest 6 per cent., . . .	\$1,500,000 00
Interest paid on same during year, . . .	\$90,000 00
TOTAL AMOUNT OF FUNDED DEBT, . . .	\$1,500,000 00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Providence, R.I., to Worcester, Mass., . . .	43.41 miles.
Main line of road in Massachusetts, . . .	25.51 "
Main line of road in Rhode Island, . . .	17.90 "
Double track on main line, . . .	42.38 "
Same in Massachusetts, . . .	24.48 "
Third track on main line, . . .	3 57 "
Fourth track on main line, . . .	3 57 "
Branches owned by company, viz. :	
East Providence Branch (single track), . . .	7 "
Total length of branches owned by company, . . .	7 "
Total length of branches owned by company in Massachusetts, . . .	.50 mile.
Total length of branches owned by company in Rhode Island, . . .	6.50 miles.
Total road belonging to this company, . . .	50.41 "
Sidings and other tracks not before enumerated, . . .	64.71 "
Same in Massachusetts, . . .	22.82 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK, . . .	164.64 "
Same in Massachusetts, . . .	73.31 "
Total length of tracks laid with steel rails, . . .	146.50 "
[Weights per yard, 60, 72 and 78 pounds.]	
GENERAL INFORMATION.	
Highway and Railroad Crossings in Massachusetts on Miles of Road owned.	
Number of crossings of highways at grade, . . .	28
Number of crossings of highways over railroad, . . .	5
Number of crossings of highways under railroad, . . .	8
Number of highway bridges 18 feet above track, . . .	1
Number of highway bridges less than 18 feet above track, . . .	4
Height of lowest bridge above the rail, . . .	14 ft. 10 in.
Number of crossings at which gates or flagman are maintained, . . .	16
Number of crossings at which electric signals are maintained, . . .	24
Number of railroad crossings at grade (specifying each), . . .	1
West of Union Passenger Station, Worcester, Mass., "viaduct."	
Number of railroad crossings under other railroads (specifying each), . . .	1
New York & New England Railroad Company, near Millville, Mass.	

NAME AND RESIDENCE OF OFFICERS.

Moses B. I. Goddard, *President*, Warwick, R. I. William A. Leete, *Treasurer and Clerk of Corporation*, Pawtucket, R. I.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Moses B. I. Goddard, Warwick, R. I. Joseph E. Davis, Boston, Mass.
Oscar J. Rathburn, Woonsocket, R. I. Jonas G. Clark, Worcester, Mass.
John W. Danielson, Providence, R. I. G. Marston Whitin, Whitinsville,
Mass. A. George Bullock, Worcester, Mass.

PROPER ADDRESS OF THE COMPANY.

PROVIDENCE & WORCESTER RAILROAD COMPANY,
PROVIDENCE, R. I.

MOSES B. I. GODDARD,
JOSEPH E. DAVIS,
G. MARSTON WHITIN,
JOHN W. DANIELSON,
Directors.

WM. A. LEETE,
Treasurer.

STATE OF RHODE ISLAND.

PROVIDENCE, ss. PROVIDENCE, Sept. 14, 1892. Then personally appeared Moses B. I. Goddard, Joseph E. Davis, G. Marston Whitin and John W. Danielson, directors, and W. A. Leete, treasurer of the Providence & Worcester Railroad Company, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WALTER F. ANGELL,
Notary Public.

REPORT
OF THE
PROVIDENCE & WORCESTER RAILROAD COMPANY — NEW
YORK, PROVIDENCE & BOSTON RAILROAD COMPANY
(LESSEE).

FOR THE YEAR ENDING JUNE 30, 1892.

INCOME ACCOUNT.		
<i>General Exhibit for the Year.</i>		
Gross earnings from operation,	\$1,494,455 46	
Less operating expenses,	1,022,563 82	
INCOME FROM OPERATION,		\$471,891 64
Miscellaneous income — less expenses :		
East Providence pier,		41,620 48
TOTAL INCOME,		\$513,512 12
Deductions from income :		
Taxes,	\$95,218 96	
Rentals,	450,000 00	
TOTAL DEDUCTIONS FROM INCOME,		545,218 96
DEFICIT,		\$31,706 84

EARNINGS FROM OPERATION.

ITEMS.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger :			
Passenger revenue,	\$607,572 44		
Excess fares refunded,		\$4,759 20	
TOTAL PASSENGER REVENUE,			\$602,813 24
Mail,			4,996 44
Express,			19,380 71
Extra baggage and storage,			5,544 38
TOTAL PASSENGER EARNINGS,			\$632,734 77
Freight :			
Freight revenue,	\$852,641 06		
Overcharge to shippers,		\$4,195 20	
TOTAL FREIGHT REVENUE,			848,445 86
TOTAL PASSENGER AND FREIGHT EARNINGS,			\$1,481,180 63
Other earnings from operation :			
Rentals not otherwise provided for,			13,274 83
TOTAL GROSS EARNINGS FROM OPERATION,			\$1,494,455 46

OPERATING EXPENSES.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	TOTAL.
Maintenance of way and structures :			
Repairs of roadway,	\$47,040 45	\$27,626 93	\$74,667 38
Renewals of rails,	14,980 34	8,797 97	23,778 31
Renewals of ties,	11,685 77	6,863 08	18,548 85
Repairs of bridges and culverts,	7,310 85	4,293 68	11,604 53
Repairs of fences, road-crossings, signs and cattle guards,	6,114 84	3,591 41	9,706 25
Repairs of buildings,	13,092 14	7,689 04	20,781 18
Repairs of docks and wharves,	-	185 01	185 01
Other expenses,	1,386 43	814 26	2,200 69
TOTAL,	\$101,610 82	\$59,861 38	\$161,472 20
Maintenance of equipment :			
Repairs and renewals of locomotives,	\$25,600 85	\$15,035 42	\$40,636 27
Repairs and renewals of passenger cars,	29,769 83	-	29,769 83
Repairs and renewals of freight cars,	-	45,379 75	45,379 75
Shop machinery, tools, etc.,	4,518 69	2,653 84	7,172 53
Other expenses,	2,046 72	1,202 04	3,248 76
TOTAL,	\$61,936 14	\$64,271 05	\$126,207 19
Conducting transportation :			
Wages of enginemen, firemen and roundhouse- men,	\$64,765 45	\$38,036 85	\$102,802 30
Fuel for locomotives,	74,445 78	44,667 46	119,113 24
Water supplies for locomotives,	3,606 49	2,163 90	5,770 39
All other supplies for locomotives,	3,975 21	2,385 13	6,360 34
Wages of other trainmen,	59,784 75	35,870 85	95,655 60
All other train supplies,	3,423 39	2,054 03	5,477 42
Wages of switchmen, flagmen and watchmen,	62,332 35	37,399 40	99,731 75
Expense of telegraph, including train despatch- ers and operators,	6,793 90	4,076 34	10,870 24
Wages of station agents, clerks and laborers,	27,614 18	107,143 21	134,757 39
Station supplies,	10,736 01	6,441 61	17,177 62
Car mileage—balances,	-	26,392 45	26,392 45
Loss and damage,	-	1,642 94	1,642 94
Injuries to persons,	5,903 14	3,541 88	9,445 02
Other expenses,	11,124 85	6,674 90	17,799 75
TOTAL,	\$334,505 50	\$318,490 95	\$652,996 45
General expenses :			
Salaries of officers,	\$12,937 46	\$7,762 47	\$20,699 93
Salaries of clerks,	10,411 15	6,246 69	16,657 84
General office expenses and supplies,	782 24	469 34	1,251 58
Agencies, including salaries and rents,	553 52	332 11	885 63
Advertising,	1,729 83	1,037 90	2,767 73
Insurance,	1,165 99	699 59	1,865 58
Rentals not otherwise provided for,	7,924 95	4,754 97	12,679 92
Legal expenses,	6,106 42	3,663 85	9,770 27
Stationery and printing,	6,486 98	3,892 19	10,379 17
Other general expenses,	3,081 46	1,848 87	4,930 33
TOTAL,	\$51,180 00	\$30,707 98	\$81,887 98
Recapitulation of expenses :			
Maintenance of way and structures,	\$101,610 82	\$59,861 38	161,472 20
Maintenance of equipment,	61,936 14	64,271 05	126,207 19
Conducting transportation,	334,505 50	318,490 95	652,996 45
General expenses,	51,180 00	30,707 98	81,887 98
GRAND TOTAL,	\$549,232 46	\$473,331 36	\$1,022,563 82
Percentage of operating expenses to earnings,	86.77	55.79	68.41

* The items in these columns which are not directly chargeable to either passenger or freight business are to be apportioned between the two on the basis of train mileage as prescribed by the Interstate Commerce Commission. The result, therefore, is not accurate, but only approximate, and this fact must be borne in mind in drawing conclusions therefrom.

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading, masonry and superstructure, including rails, . . .	\$84,247 88
Bridging,	11,431 04
Lands, land damages and fences,	26,462 43
Passenger and freight stations, wood-sheds and water-stations,	72,696 68
TOTAL FOR CONSTRUCTION,	\$194,871 03
PASSENGER, FREIGHT AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue,	3,861,689
Number of passengers carried one mile,	32,414,445
Average distance carried,	8.391 miles.
Total passenger revenue,	\$608,357 62
Average amount received from each passenger,	15.88 cents.
Average receipts per passenger per mile,	1.72 "
Estimated cost of carrying each passenger one mile,*	1.69 "
Passenger earnings per mile of road,	\$12,075 28
Passenger earnings per train mile,	\$1 19
Freight traffic:	
Number of tons carried of freight earning revenue,	1,458,160
Number of tons carried one mile,	44,995,793
Average distance haul of one ton,	30.858 miles.
Total freight revenue,	\$848,445 86
Average amount received for each ton of freight,	58.19 cents.
Average receipts per ton per mile,	1.88 "
Estimated cost of carrying one ton one mile,*	1.05 "
Freight earnings per mile of road,	\$16,834 24
Freight earnings per train mile,	\$2 89
Train mileage:	
Miles run by passenger trains,	506,758
Miles run by freight trains,	296,271
Total mileage trains earning revenue,	803,029
Miles run by switching trains,	445,014
Miles run by construction and other trains,	52,110
Total train mileage,	1,300,153
Average number of persons employed,	1,500
Rates of fare:	
Average rate of fare per mile received for local tickets,	1.827 cents.
Average rate of fare per mile received for commutation tickets,	1.026 "
Average rate of fare per mile received for mileage tickets,	2 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies,	1.452 "
Rates of freight:	
Average rate per ton per mile received from freight way-billed local,	1.934 "
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies,	1.842 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from Providence, R. I., to Worcester, Mass.,	43.40 miles.
Main line of road in Massachusetts,	25.50 "
Main line of road in Rhode Island,	17.90 "
Double track on main line,	42.38 "
Same in Massachusetts,	24.48 "

* See note under "Operating Expenses."

Branches owned by company, viz. :				
East Providence Branch (single track),	.	.	7	miles.
Total length of branches owned by company,	.	.	7	"
Total length of branches owned by company in Massachu-				
setts,	.	.	.50	"
Total length of branches owned by company in Rhode Island,	.	.	6 50	"
Total road belonging to this company,	.	.	50.40	"
Sidings and other tracks not before enumerated,	.	.	64.75	"
Same in Massachusetts,	.	.	22.90	"
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	.	.	158.81	"
Same in Massachusetts,	.	.	73.39	"
Total length of tracks laid with steel rails,	.	.	125.46	"
Total miles of road operated by this company,	.	.	50.40	"
Total miles of road operated by this company in Massachu-				
setts,	.	.	26.00	"
Number of stations in Massachusetts on all roads operated				
by this company,	.	.	12	
Number of telegraph offices in same,	.	.	9	
Number of stations on all roads owned by this company,	.	.	26	
Same in Massachusetts,	.	.	12	

DESCRIPTION OF EQUIPMENT.

	Number Owned.	Number Leased.	Total Number.	Maximum Weight.	Average Weight.	Number Equipped with Train Brake.	Number Equipped with Driving-Wheel Brake.	Number Equipped with Patent Coupler.
Locomotives :				Lbs.	Lbs.			
Passenger,	16	-	16	163,000	123,800	-	2	-
Freight,	12	-	12	178,580	160,200	-	4	-
Other,	14	-	14	146,600	113,200	-	3	-
TOTAL,	42	-	42	-	-	-	9	-
Passenger cars, . . .	50	-	50	-	-	50	-	50
Combination cars, . .	12	-	12	-	-	12	-	12
Baggage, mail and express cars,	8	-	8	-	-	8	-	8
TOTAL,	70	-	70	-	-	70	-	70
Box freight cars (basis of 8 wheels),	346	49	395	-	-	-	-	-
Stock freight cars (basis of 8 wheels),	-	25	25	-	-	-	-	-
Coal freight cars (basis of 8 wheels),	703	-	703	-	-	-	-	-
Flat freight cars (basis of 8 wheels),	98	-	98	-	-	-	-	-
TOTAL,	1,147	74	1,221	-	-	-	-	-
Cars in company's service:								
Derrick cars,	2	-	2	-	-	-	-	-
Caboose cars,	9	-	9	-	-	-	-	-
Other road cars, . . .	6	-	6	-	-	-	-	-
TOTAL,	17	-	17	-	-	-	-	-

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1	-	5
Employees,	-	-	4	4	4	4	11	22
Others,	-	-	5	1	5	1	25	6

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 4, 1891. — John Magee, a trespasser, while asleep on the track with head near the rail was struck by train and killed at Farnumsville.

July 17. — Patrick Brady, a trespasser, while lying on track in Worcester freight yard was struck by cars switched onto same track and killed.

September 19. — An unknown man (never identified) while stealing a ride on top of a passenger coach struck his head against street bridge at Farnumsville and was instantly killed.

October 5. — George Wilmot, station agent at Whitinsville, while stooping near track was struck by a freight car and badly bruised and cut.

October 27. — William J. Collins, brakeman, fell between detached portions of a freight train at Millbury, was run over and fatally injured; died same night.

November 7. — Michel Gauthier, a passenger, riding at an open window with his elbow outside, had his arm broken by contact with a loose car door on a passing freight train near Millbury.

November 14. — William Parryman, fireman, while pulling a pin between engine and head car at Millbury, had a finger so badly crushed that amputation was necessary.

November 15. — Martin Murray, brakeman in Worcester freight yard, fell off car and broke a rib.

November 28. — William Parryman, fireman, while pulling a pin between engine and head car at Millbury, had a finger so badly crushed that amputation was necessary.

December 1. — Andrew J. Adams, a trespasser, while intoxicated and walking the track near Millbury stumbled over a rail, struck his skull against track rail and was killed.

December 21. — John J. Murphy, brakeman, fell between cars on Worcester viaduct, was run over and instantly killed.

December 25. — Andrew Wilson and three companions in a carriage were struck by an express train on road crossing at Northbridge and Wilson killed; others uninjured.

December 26. — Henry Oppen, brakeman, whilst between cars pulling a pin at Millville, slipped, fell, was run over and instantly killed.

Feb. 11, 1892. — John Engle, brakeman, while on duty in Quinsigamond Wire Mill yard, was struck by a wire chute, knocked off car and killed.

May 18. — James Loftus, attempting to climb through a freight train on grade crossing in Worcester, got his foot caught and crushed between drawheads.

New Bridges of over Ten Feet Span built within the Year on Roads operated in Massachusetts (including Those replacing Old Structures and Those built where None before existed).

Location.	To Replace.	Description.	Length of Spans and Number of Tracks.	When and by Whom Built.
Southbridge Street, No. 78, South Worcester.	Iron.	Carries railroad over street, steel plate girders, solid ballast floor.	95 ft. 8½ in. over all (one track).	Boston Bridge Works, 1892.
Southbridge Street, No. 79, South Worcester.	Iron.	Through truss designed for ballast floor, but wooden ties now used; carries railroad over street.	157 ft. 1 in. c. to c. (two tracks).	Pencoyd Bridge and Construction Company, 1891.

<i>Bridges on Roads operated in Massachusetts.</i>	
Bridges extensively repaired during the year (specify how): Bridge No. 52 between Blackstone and Millville. This bridge has been strengthened by shortening span with several piles bent under trusses.	
Total amount expended for repairs and renewals of bridges,	\$11,604 63

J. W. MILLER,
Late General Manager.
O. W. COOKE,
Late Auditor N. Y., P. & B. (Lessee).

COMMONWEALTH OF NEW YORK.

NEW YORK, ss. Aug. 22, 1892. Then personally appeared J. W. Miller and O. W. Cooke and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN P. McCABE,
Commissioner of Deeds, New York City.

REPORT
OF THE
PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD
COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

INCOME ACCOUNT.	
<i>General Exhibit for the Year.</i>	
Income from lease of road,	\$6,061 18
TOTAL INCOME,	6,061 18
Salaries and maintenance of organization, \$23 50	
Rebuilding burnt engine house, . . 494 70	
	\$518 20
Interest and discount on interest-bearing	
current liabilities,	4,920 29
Taxes,	463 42
TOTAL DEDUCTIONS,	5,901 91
NET INCOME,	159 27
Surplus for year ending June 30, 1892,	159 27
Balance Profit and Loss Account June 30, 1891 (surplus), .	3,112 90
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),	3,272 17

General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$243,361 12
Net traffic balance from other companies,	1,709 47
Other cash assets,	60 00
TOTAL,	\$245,130 59
CR.	
Capital stock,	\$160,000 00
Audited vouchers and accounts,	81,858 42
Profit and Loss balance,	3,272 17
TOTAL,	\$245,130 59

CAPITAL STOCK.		
Capital stock authorized by charter,	\$160,000 00	
Capital stock authorized by votes of company,	160,000 00	
Capital stock issued (number of shares, 1,600); amount paid in,		\$160,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		160,000 00
Total number of stockholders,	9	
Number of stockholders in Massachusetts,	8	
Amount of stock held in Massachusetts,	\$159,900 00	
DESCRIPTION OF ROAD OWNED.		
Main line of road from Webster to Boston & Albany Railroad in Auburn,		11 23 miles.
Main line of road in Massachusetts,		11 23 "
Sidings and other tracks not before enumerated,		3.25 "
Same in Massachusetts,		3.25 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,		14.48 "
Same in Massachusetts,		14.48 "
Total length of tracks laid with steel rails,		14.48 "
[Weights per yard, 56 pounds.]		
GENERAL INFORMATION.		
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>		
Number of crossings of highways at grade,		12
Number of crossings of highways over railroad,		2
Number of crossings of highways under railroad,		4
Number of highway bridges 18 feet above track,		2
Height of lowest bridge above the rail,		18 feet.
Number of crossings at which there are neither signals nor flagman,		12
Number of railroad crossings over other railroads (specifying each),		1
Over Norwich & Worcester Railroad, near their North Webster station.		

NAME AND RESIDENCE OF OFFICERS.

H. N. Slater, *President and Treasurer*, Webster, Mass. Amos Bartlett, *Vice-President*, Webster, Mass. Charles Gerber, *Clerk of Corporation*, Webster, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

H. N. Slater, Webster, Mass. Amos Bartlett, Webster, Mass. E. P. Morton, Webster, Mass. Charles Gerber, Webster, Mass. Samuel Slater, Washington, D. C. Edwin Bartlett, North Oxford, Mass. N. E. Taft, North Oxford, Mass.

PROPER ADDRESS OF THE COMPANY.

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY,
WEBSTER, MASS.

H. N. SLATER,
A. BARTLETT,
CHAS. GERBER,
Directors.
H. N. SLATER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. WEBSTER, Sept. 8, 1892. Then personally appeared H. N. Slater, A. Bartlett and Chas. Gerber, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN T. SOUTHWORTH,
Justice of the Peace.

REPORT
OF THE
RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY
(MASSACHUSETTS DIVISION),
FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the New York & New England Railroad Company.]

INCOME ACCOUNT.	
<i>General Exhibit for the Year.</i>	
Income from lease of road,	\$10,000 00
NET INCOME,	10,000 00
Dividends declared (10 per cent.),	10,000 00
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),	14,939 63

General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$112,321 13
Cash, \$118 50	
Due from solvent companies and other individuals, . 2,500 00	
TOTAL CASH AND CURRENT ASSETS,	2,618 50
TOTAL,	\$114,939 63
CR.	
Capital stock,	\$100,000 00
Profit and Loss balance,	14,939 63
TOTAL,	\$114,939 63

CAPITAL STOCK.	
Capital stock authorized by charter, . . . \$100,000 00	
Capital stock authorized by votes of company, 100,000 00	
Capital stock issued (number of shares, 1,000); amount paid in,	\$100,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	100,000 00
Total number of stockholders, 4	
Number of stockholders in Massachusetts, . . . 3	
Amount of stock held in Massachusetts, . . . \$100,000 00	

DESCRIPTION OF ROAD OWNED.

Main line of road from Franklin to State line,	6.620 miles.
Main line of road in Massachusetts,	6.620 "
Total road belonging to this company,	6.620 "
Sidings and other tracks not before enumerated,	1.006 "
Same in Massachusetts,	1.006 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	7.626 "
Same in Massachusetts,	7.626 "
Total length of tracks laid with steel rails,	7.626 "

GENERAL INFORMATION.

Highway and Railroad Crossings in Massachusetts on Miles of Road owned.

Number of crossings of highways at grade,	6
Number of highway bridges 18 feet above track,	1
Number of highway bridges less than 18 feet above track,	1
Number of crossings at which there are neither signals nor flagman,	6

NAME AND RESIDENCE OF OFFICERS.

James P. Ray, *President*, Franklin, Mass. Edgar K. Ray, *Vice-President*, Franklin, Mass. Joseph G. Ray, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James P. Ray, Franklin, Mass. Joseph G. Ray, Franklin, Mass. Edgar K. Ray, Franklin, Mass. William A. Wyckoff, Franklin, Mass. George W. Wiggin, Franklin, Mass.

PROPER ADDRESS OF THE COMPANY.

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY
(MASSACHUSETTS DIVISION),
FRANKLIN, MASS.

JAMES P. RAY,
JOSEPH G. RAY,
JAMES F. RAY,
GEORGE W. WIGGIN,
EDGAR K. RAY,
Directors.
JOSEPH G. RAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. FRANKLIN, Aug. 11, 1892. Then personally appeared James P. Ray, Joseph G. Ray, James F. Ray, George W. Wiggin and Edgar K. Ray, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM A. WYCKOFF,
Justice of the Peace.

REPORT
OF THE
SOUTHBRIDGE, STURBRIDGE & BROOKFIELD RAILROAD
COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

BOSTON, MASS., June 30, 1892.

To the Board of Railroad Commissioners of Massachusetts.

GENTLEMEN:—As this company was not incorporated until May 3, 1892, it would be difficult to give any report of the expenditures, which, up to date, have been very light, — principally for legal services, engineering and advertising.

NAME AND RESIDENCE OF OFFICERS.

James L. Fisk, *President*, Cambridge, Mass. John M. Cochran, *Auditor*, Southbridge, Mass. Francis L. Chapin, *Treasurer*, Southbridge, Mass. Arthur C. Moore, *Clerk of the Corporation*, Sturbridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Calvin D. Paige, Southbridge, Mass. George W. Wells, Southbridge, Mass. John M. Cochran, Southbridge, Mass. Emory L. Bates, Sturbridge, Mass. Alvin B. Chamberlain, Sturbridge, Mass. Charles C. Saunderson, Dedham, Mass. Edwin A. Chase, Dedham, Mass. G. Henry Allen, Brookfield, Mass. James L. Fisk, Cambridge, Mass.

PROPER ADDRESS OF THE COMPANY.

THE SOUTHBRIDGE, STURBRIDGE & BROOKFIELD RAILROAD
COMPANY,

87 MILK STREET, ROOM 21, BOSTON, MASS.

The length of the road will be about thirteen miles, and its gauge four feet eight and one-half inches.

The capital stock of company is one hundred and thirty thousand dollars.

The amount of capital stock now paid in is thirty thousand one hundred and forty-five dollars.

Yours truly,

THE SOUTHBRIDGE, STURBRIDGE & BROOKFIELD
RAILROAD COMPANY,

By JAMES L. FISK, *President*.

SEPT. 7, 1892.

At a meeting of the directors held in Southbridge, Mass., Aug. 27, 1892, Mr. C. Curry (87 Milk Street, Room 21, Boston, Mass.) was elected treasurer of this company, in place of Francis L. Chapin of Southbridge, Mass., resigned.

Yours truly,

THE SOUTHBRIDGE, STURBRIDGE & BROOKFIELD
RAILROAD COMPANY,

By JAMES L. FISK, *President*.

REPORT
OF THE
STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Housatonic Railroad Company of Connecticut.]

INCOME ACCOUNT.	
<i>General Exhibit for the Year.</i>	
Income from lease of road,	\$31,409 00
Dividends on stocks owned (34 shares of Stock- bridge & Pittsfield Railroad stock),	181 90
TOTAL INCOME,	\$31,590 90
Salaries and maintenance of organization,	265 97
NET INCOME,	31,324 93
Dividends declared (5.35 per cent.),	24,005 45
Surplus for year ending June 30, 1892,	7,319 48
Balance Profit and Loss Account June 30, 1891 (surplus),	2,582 48
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),	9,901 96
General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$448,700 00
Stock of Stockbridge & Pittsfield Railroad Company (34 shares),	2,550 00
TOTAL PERMANENT INVESTMENTS,	\$451,250 00
Cash,	7,683 31
TOTAL,	\$458,933 31
CR.	
Capital stock,	\$448,700 00
Dividends not called for,	331 35
Profit and Loss balance,	9,901 96
TOTAL,	\$458,933 31

CAPITAL STOCK.		
Capital stock authorized by charter,	\$550,000 00	
Capital stock authorized by votes of company,	448,700 00	
Capital stock issued (number of shares, 4,487); amount paid in,		\$448,700
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		448,700
Total number of stockholders,	197	
Number of stockholders in Massachusetts,	148	
Amount of stock held in Massachusetts,	\$344,800 00	
DESCRIPTION OF ROAD OWNED.		
Main line of road from Van Dusen ville to Pittsfield,		22.93 miles.
Main line of road in Massachusetts,		22 93 “

NAME AND RESIDENCE OF OFFICERS.

D. R. Williams, *President*, Stockbridge, Mass. D. A. Kimball, *Treasurer and Clerk of Corporation*, Stockbridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

D. R. Williams, Stockbridge, Mass. Henry W. Taft, Pittsfield, Mass. Ferdinand Hoffmann, Stockbridge, Mass. John B. Hull, Stockbridge, Mass. William C. Spaulding, West Stockbridge, Mass. William J. Bartlett, Lee, Mass. D. A. Kimball, Stockbridge, Mass.

PROPER ADDRESS OF THE COMPANY.

STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,
STOCKBRIDGE, MASS.

D. R. WILLIAMS,
FERDINAND HOFFMANN,
JOHN B. HULL,
D. A. KIMBALL,
Directors.
D. A. KIMBALL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. July 23, 1892. Then personally appeared D. R. Williams, Ferdinand Hoffmann, John B. Hull and D. A. Kimball, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRED’K S. AYMAR,
Justice of the Peace.

REPORT

OF THE

STONY BROOK RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Boston & Maine Railroad.]

INCOME ACCOUNT.	
General Exhibit for the Year.	
Income from lease of road,	\$21,500 00
TOTAL INCOME,	21,500 00
Salaries and maintenance of organization,	268 05
NET INCOME,	21,231 95
Dividends declared (7 per cent.),	21,000 00
Surplus for year ending June 30, 1892,	231 95
Balance Profit and Loss Account June 30, 1891 (deficit),	1,273 37
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (DEFICIT),	1,041 42
General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$276,601 19
Lands in Massachusetts,	21,492 38
TOTAL PERMANENT INVESTMENTS,	\$298,093 57
Cash,	865 01
Profit and loss balance,	1,041 42
TOTAL,	\$300,000 00
CR.	
Capital stock,	\$300,000 00
TOTAL,	\$300,000 00
CAPITAL STOCK.	
Capital stock authorized by charter,	\$300,000 00
Capital stock authorized by votes of company,	300,000 00
Capital stock issued (number of shares, 3,000); amount paid in,	\$300,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	300,000 00
Total number of stockholders,	235
Number of stockholders in Massachusetts,	218
Amount of stock held in Massachusetts,	\$285,700 00

DESCRIPTION OF ROAD OWNED.	
Main line of road from North Chelmsford to Ayer, Mass., .	13.16 miles.
Main line of road in Massachusetts,	13.16 “
Total road belonging to this company,	13.16 “
Sidings and other tracks not before enumerated,	4.18 “
Same in Massachusetts,	4.18 “
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	17.34 “
Same in Massachusetts,	17.34 “

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned..</i>	
Number of crossings of highways at grade,	13
Number of highway bridges less than 18 feet above track, .	3
Number of crossings at which gates or flagman are maintained,	3
Number of crossings at which there are neither signals nor flagman,	10
Number of railroad crossings under other railroads (specifying each),	1
Nashua & Acton Railroad.	

NAME AND RESIDENCE OF OFFICERS.

James B. Francis, *President*, Lowell, Mass. Jacob Rogers, *Treasurer and Clerk of Corporation*, Lowell, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James B. Francis, Lowell, Mass. Sewell G. Mack, Lowell, Mass. Geo. F. Richardson, Lowell, Mass. Jacob Rogers, Lowell, Mass. George Motley, Lowell, Mass. Henry C. Howe, Lowell, Mass. J. Henry Read, Westford, Mass.

PROPER ADDRESS OF THE COMPANY.

STONY BROOK RAILROAD CORPORATION,

LOWELL, MASS.

FRANK JONES,
SAMUEL C. LAWRENCE,
J. S. RICKER,
WM. T. HART,
J. W. SANBORN,
DAVID P. KIMBALL,
JOSEPH H. WHITE,
WALTER HUNNEWELL,
RICHARD OLNEY,
Directors of the Boston & Maine Railroad.
AMOS BLANCHARD,
Treasurer of the Boston & Maine Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 8, 1892. Then personally appeared the aforesaid Frank Jones, Samuel C. Lawrence, J. S. Ricker, Wm. T. Hart, J. W. Sanborn, David P. Kimball, Joseph H. White, Walter Hunnewell, Richard Olney and Amos Blanchard, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SIGOURNEY BUTLER,

Justice of the Peace.

REPORT

OF THE

UNION FREIGHT RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

INCOME ACCOUNT.		
<i>General Exhibit for the Year.</i>		
Gross earnings from operation,	\$100,113 68	
Less operating expenses,	60,651 45	
Income from operation,		\$39,462 23
Dividends on stocks owned (Union Freight Railroad),		910 00
TOTAL INCOME,		40,372 23
Deductions from income:		
Interest and discount on interest-bearing current liabilities,	\$7,664 71	
Taxes,	2,224 35	
Total deductions from income,		\$9,889 06
NET INCOME,		30,483 17
Dividends declared (7 per cent.) on common stock,		21,000 00
Surplus for year ending June 30, 1892,		*9,483 17
Balance Profit and Loss Account June 30, 1891 (surplus),		52,950 43
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),		62,433 60
EARNINGS FROM OPERATION.		
Freight:		
Freight revenue,		\$100,113 68
TOTAL GROSS EARNINGS FROM OPERATION,		\$100,113 68
OPERATING EXPENSES.		
Maintenance of way and structures:		
Repairs of roadway,		\$12,747 62
Renewal of rails,		455 78
Repairs of buildings,		262 60
TOTAL,		\$13,466 00
Maintenance of equipment:		
Repairs and renewals of locomotives,		4,223 35
TOTAL,		\$4,223 35
Conducting transportation:		
Wages of enginemen, firemen and roundhousemen,		\$7,239 64
Fuel for locomotives,		3,577 83
Water supplies for locomotives,		241 20
All other supplies for locomotives,		342 16
Wages of other trainmen,		11,415 64
All other train supplies,		52 95
Wages of switchmen, flagmen and watchmen,		1,218 33

* Of which \$8,000 is held as a reserve for the purchase of new steel rails contracted for.

Conducting transportation — *Concluded.*

Expense of telegraph, including train despatchers and operators,	\$120 00
Wages of station agents, clerks and laborers,	2,220 99
Station supplies,	160 41
Car mileage — balances,	682 07
Loss and damage,	124 49
TOTAL,	\$27,395 71
General expenses :	
Salaries of officers,	\$5,036 52
Salaries of clerks,	599 28
Insurance,	343 00
Rents for tracks, yards and terminals,	9,000 00
Legal expenses,	322 58
Stationery and printing,	178 01
Other general expenses,	87 00
TOTAL,	\$15,566 39
Recapitulation of expenses :	
Maintenance of way and structures,	\$13,466 00
Maintenance of equipment,	4,223 35
Conducting transportation,	27,395 71
General expenses,	15,566 39
GRAND TOTAL,	\$60,651 45
Percentage of operating expenses to earnings,	60 58

General Balance Sheet June 30, 1892.

DR.	
Cost of road,	\$401,069 67
Cost of equipment,	14,000 00
Stock of Union Freight Railroad Company,	13,000 00
TOTAL PERMANENT INVESTMENTS,	\$428,069 67
Cash,	\$52,716 76
Net traffic balance from other companies,	1,976 07
TOTAL CASH AND CURRENT ASSETS,	54,692 83
Materials and supplies,	3,956 01
TOTAL,	\$486,718 51
CR.	
Capital stock,	\$300,000 00
Current liabilities :	
Loans and bills payable,	\$110,000 00
Audited vouchers and accounts,	10,965 48
Wages and salaries,	3,319 43
TOTAL CURRENT LIABILITIES,	124,284 91
Reserve for new steel rails,	8,000 00
Profit and Loss balance,	54,433 60
TOTAL,	\$486,718 51

CAPITAL STOCK.				
Capital stock authorized by charter,	.	.	\$500,000	00
Capital stock authorized by votes of company,	.	.	300,000	00
Capital stock issued (number of shares, 3,000) ; amount paid in,	.	.	.	\$300,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,				300,000 00
Total number of stockholders,	.	.	3	
Number of stockholders in Massachusetts,	.	.	3	
Amount of stock held in Massachusetts,	.	.	\$300,000	00
PASSENGER, FREIGHT AND TRAIN MILEAGE.				
Freight traffic :				
Number of tons carried of freight earning revenue,	.	.	351,183	
Number of tons carried one mile,	.	.	483,851	
Average distance haul of one ton,	.	.	1.37 miles.	
Total freight revenue,	.	.	\$100,113	68
Average amount received for each ton of freight,	.	.	28.508 cents.	
Average receipts per ton per mile,	.	.	20.692	"
Estimated cost of carrying one ton one mile,	.	.	12.535	"
Freight earnings per mile of road,	.	.	\$41,199	04
Freight earnings per train mile,	.	.	\$3	61.45
Train mileage :				
Miles run by freight trains,	.	.	27,698	
Total train mileage,	.	.	27,698	
Average number of persons employed,	.	.	48	
Rates of freight :				
Average rate per ton per mile received from freight way-billed local,	.	.	20.7 cents.	
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies,	.	.	16.4	"
DESCRIPTION OF ROAD OWNED.				
Main line of road from Boston & Lowell Railroad to Old Colony Railroad, in the city of Boston,	.	.	2.431 miles.	
Main line of road in Massachusetts,	.	.	2.431 miles.	
Double track on main line,	.	.	.937 mile.	
Same in Massachusetts,	.	.	.937 mile.	
Total road belonging to this company,	.	.	2.431 miles.	
Sidings and other tracks not before enumerated,	.	.	1.280	"
Same in Massachusetts,	.	.	1.280	"
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	.	.	4.648	"
Same in Massachusetts,	.	.	4.648	"
Total length of tracks laid with steel rails,	.	.	4.648	"
[Weights per yard, 88 pounds.]				
Total miles of road operated by this company,	.	.	2.431	"
Total miles of road operated by this company in Massachusetts,	.	.	2.431	"

DESCRIPTION OF EQUIPMENT.				
	Number Owned.	Total Number.	Maximum Weight.	Average Weight.
Locomotives :			Tons.	Tons.
Freight,	4	4	31	31
TOTAL,	4	4	-	-

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	-	-	-	-	-	-
Others,	-	-	3	-	3	-	3	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

Aug. 25, 1891. — The body of an unknown man was found under a freight car at Commercial Wharf, Boston, having been run over by some train.

December 10. — The body of an unknown man was found on the track on Commercial Street, having been run over by some train.

May 31, 1892. — James Harvey was run over and killed, while walking or lying on the track near the Fitchburg Railroad yards, Boston.

NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. James R. Kendrick, *General Manager*, Boston, Mass. A. H. Grovenor, *Superintendent*, Boston, Mass. C. Peter Clark, *General Freight Agent*, Newton Highlands, Mass. John M. Washburn, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. Fred'k L. Ames, North Easton, Mass. James R. Kendrick, Boston, Mass. Nathaniel Thayer, Lancaster, Mass. George A. Gardner, Boston, Mass. Joshua M. Sears, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

UNION FREIGHT RAILROAD COMPANY,
Box 379, BOSTON, MASS.

CHARLES F. CHOATE,
FRED'K L. AMES,
JOSHUA M. SEARS,
J. R. KENDRICK,
Directors.
A. H. GROVENOR,
Superintendent.
JOHN M. WASHBURN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Aug. 26, 1892. Then personally appeared Charles F. Choate, Fred'k L. Ames, Joshua M. Sears, J. R. Kendrick, A. H. Grovenor and John M. Washburn, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,
Justice of the Peace.

REPORT
OF THE
VERMONT & MASSACHUSETTS RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Fitchburg Railroad Company.]

INCOME ACCOUNT.	
<i>General Exhibit for the Year.</i>	
Income from lease of road,	\$194,580 00
Salaries and maintenance of organization,	3,000 00
NET INCOME,	191,580 00
Dividends declared (6 per cent.),	191,580 00
Balance Profit and Loss Account June 30, 1891 (surplus), .	142,002 28
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),	142,002 28
General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$3,288,328 01
Cost of equipment,	261,233 64
Turner's Falls Branch,	145,300 68
Lands in Massachusetts,	65,973 38
TOTAL PERMANENT INVESTMENTS,	\$3,760,835 66
Cash,	\$12,222 50
Balance account Fitchburg Railroad Company,	576,169 64
City Institution for Savings in Lowell,	354 53
TOTAL CASH AND CURRENT ASSETS,	588,746 67
TOTAL,	\$4,349,582 33
CR.	
Capital stock,	\$3,193,000 00
Funded debt,	1,000,000 00
Current liabilities:	
Audited vouchers and accounts,	\$2,357 55
Dividends not called for,	12,222 50
TOTAL CURRENT LIABILITIES,	14,580 05
Profit and loss balance,	142,002 28
TOTAL,	\$4,349,582 33

CAPITAL STOCK.

Capital stock authorized by charter, . . .	\$4,700,000 00	
Capital stock authorized by votes of company, . . .	3,193,000 00	
Capital stock issued (number of shares, 31,930); amount paid in,		\$3,193,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		3,193,000 00
Total number of stockholders,	1,248	
Number of stockholders in Massachusetts,	1,088	
Amount of stock held in Massachusetts,	\$2,958,800 00	

FUNDED DEBT.

Funded debt, as follows :

Bonds due May 1, 1903, rate of interest 5 per cent., . . .	\$1,000,000 00
Interest paid on same during year, . . . * \$50,000 00	

DESCRIPTION OF ROAD OWNED.

Main line of road from Fitchburg to Greenfield,	56	miles.
Main line of road in Massachusetts,	56	"
Double track on main line,	56	"
Same in Massachusetts,	56	"
Branches owned by company, viz. :		
Turner's Falls Branch (single track),	2.80	"
Total length of branches owned by company,	2.80	"
Total road belonging to this company,	58.80	"
Sidings and other tracks not before enumerated,	32.44	"
Same in Massachusetts,	32.44	"
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	147.24	"
Same in Massachusetts,	147.24	"
Total length of tracks laid with steel rails,	112	"

GENERAL INFORMATION.

Highway and Railroad Crossings in Massachusetts on Miles of Road owned.

Number of crossings of highways at grade,	32
Number of crossings of highways over railroad,	14
Number of crossings of highways under railroad,	15
Number of highway bridges 18 feet above track,	14
Height of lowest bridge above the rail,	18
Number of crossings at which gates or flagman are maintained,	13
Number of crossings at which electric signals are maintained,	1
Number of crossings at which there are neither signals nor flagman,	19
Number of railroad crossings over other railroads (specifying each),	2
New Haven & Northampton at Deerfield and at Turner's Falls.	
Number of railroad crossings under other railroads (specifying each),	2
New London Northern Railroad.	
Connecticut River Railroad.	

NAME AND RESIDENCE OF OFFICERS.

George F. Fay, *President*, Fitchburg, Mass. Franklin N. Poor, *Treasurer*, 53 Devonshire Street, Boston, Mass. B. D. Locke, *Clerk of Corporation*, Arlington, Mass.

* Interest paid by Fitchburg Railroad Company.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George F. Fay, Fitchburg, Mass. Francis Goodhue, Brattleborough, Vt.
Edward L. Davis, Worcester, Mass. Alvah Crocker, Fitchburg, Mass.
Charles A. Welch, Boston, Mass. George F. Richardson, Lowell, Mass.
Charles E. Ware, Fitchburg, Mass.

PROPER ADDRESS OF THE COMPANY.

VERMONT & MASSACHUSETTS RAILROAD COMPANY,
TREASURER'S OFFICE, 53 DEVONSHIRE ST., BOSTON.

H. S. MARCY,
ROBERT CODMAN,
WM. A. RUSSELL,

Directors of the Fitchburg Railroad Company.

JOHN ADAMS,

General Superintendent of the Fitchburg Railroad Company.

DAN. A. GLEASON,

Treasurer of the Fitchburg Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 14, 1892. Then personally appeared H. S. Marcy, Robert Codman, Wm. A. Russell, John Adams and D. A. Gleason, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDMUND D. CODMAN,
Justice of the Peace.

REPORT

OF THE

WARE RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

INCOME ACCOUNT.	
General Exhibit for the Year.	
Income from lease of road,	\$52,500 00
Dividends declared (7 per cent.),	52,500 00
General Balance Sheet June 30, 1892.	
DR.	
Cost of road,	\$1,115,163 82
TOTAL,	\$1,115,163 82
CR.	
Capital stock,	\$750,000 00
Unfunded debt,	365,163 82
TOTAL,	\$1,115,163 82
CAPITAL STOCK.	
Capital stock authorized by charter, . . . \$1,000,000 00	
Capital stock authorized by votes of company, 750,000 00	
Capital stock issued (number of shares, 7,500); amount paid in,	\$750,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	750,000 00
Total number of stockholders,	147
Number of stockholders in Massachusetts,	142
Amount of stock held in Massachusetts, . . . \$613,600 00	
DESCRIPTION OF ROAD OWNED.	
Main line of road from Palmer to Winchendon,	49.35 miles.
Main line of road in Massachusetts,	49 35 "
Sidings and other tracks not before enumerated,	5.98 "
Same in Massachusetts,	5.98 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	55.33 "
Same in Massachusetts,	55.33 "
Total length of track laid with steel rails,	50.94 "
[Weights per yard, 63 to 72 pounds.]	

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>	
Number of crossings of highways at grade,	51
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	5
Number of highway bridges 18 feet above track,	1
Height of lowest bridge above the rail,	18 ft. 3 in.
Number of crossings at which gates or flagman are maintained,	3
Number of crossings at which there are neither signals nor flagman,	48
Number of railroad crossings at grade (specifying each), .	2
Vermont & Massachusetts Railroad.	
Cheshire Railroad.	
Number of railroad crossings under other railroads (specifying each),	1
Massachusetts Central Railroad.	

NAME AND RESIDENCE OF OFFICERS.

J. A. Rumrill, *President*, Springfield, Mass. C. E. Stevens, *Treasurer*, Hingham, Mass. E. W. Long, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. A. Rumrill, Springfield, Mass. E. B. Gillett, Westfield, Mass. C. E. Stevens, Hingham, Mass. H. B. Chapin, Boston, Mass. Charles S. Sargent, Brookline, Mass. C. E. Stevens, Ware, Mass. F. H. Gillett, Springfield, Mass.

PROPER ADDRESS OF THE COMPANY.

WARE RIVER RAILROAD COMPANY,

BOSTON, MASS.

J. A. RUMRILL,
EDW. B. GILLETT,
C. E. STEVENS,
H. B. CHAPIN,
Directors.
C. E. STEVENS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Sept. 6, 1892. Then personally appeared James A. Rumrill, Edward B. Gillett, Charles E. Stevens and Henry B. Chapin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRANK H. RATCLIFFE,
Justice of the Peace.

REPORT
OF THE
WEST AMESBURY BRANCH RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Boston & Maine Railroad.]

INCOME ACCOUNT.

General Exhibit for the Year.

Income from lease of road,	. . . . .	\$5,700 00
TOTAL INCOME, . . . . .	. . . . .	5,700 00
Salaries and maintenance of organization,	. . . . .	\$56 39
Interest on funded debt accrued,	. . . . .	3,990 00
Taxes, . . . . .	. . . . .	447 91
		<hr/>
TOTAL DEDUCTIONS, . . . . .	. . . . .	4,494 30
NET INCOME, . . . . .	. . . . .	1,205 70
Dividends declared (2 per cent.), . . . . .	. . . . .	1,140 00
Surplus for year ending June 30, 1892, . . . . .	. . . . .	65 70
Balance Profit and Loss Account June 30, 1891 (surplus), . . . . .	. . . . .	570 74
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),		636 44

General Balance Sheet June 30, 1892.

DR.

[illegible]

CR.

	CR.	
Capital stock,	. . . . .	\$57,000 00
Funded debt,	. . . . .	57,000 00
Current liabilities:		
Dividends not called for,	. . . . \$33 75	
Matured interest coupons unpaid (including coupons due July 1),	. . . . 17 50	
TOTAL CURRENT LIABILITIES,	. . . . .	51 25
Profit and Loss balance,	. . . . .	636 44
TOTAL,	. . . . .	\$114,687 69

CAPITAL STOCK.		
Capital stock authorized by charter,	\$150,000	00
Capital stock authorized by votes of company,	114,000	00
Capital stock issued (number of shares, 570); amount paid in,		\$57,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		57,000 00
Total number of stockholders,	28	
Number of stockholders in Massachusetts,	24	
Amount of stock held in Massachusetts,	\$41,200	00
FUNDED DEBT.		
Funded debt as follows:		
Bonds due July 1, 1893, rate of interest 7 per cent.,		\$57,000 00
Interest paid on same during year,	\$3,990	00
DESCRIPTION OF ROAD OWNED.		
Main line of road from Merrimac to Newton, N. H.,	4.45	miles.
Main line of road in Massachusetts,	2.13	"
Main line of road in New Hampshire,	2 32	"
Total road belonging to this company,	4.45	"
Sidings and other tracks not before enumerated,	.49	mile.
Same in Massachusetts,	.11	mile.
TOTAL LENGTH OF TRACK OWNED COMPUTED AS SINGLE TRACK,	4.94	miles.
Same in Massachusetts,	2.24	miles.
GENERAL INFORMATION.		
<i>Highway and Railroad Crossings in Massachusetts on Miles of Road owned.</i>		
Number of crossings of highways at grade,	1	
Number of crossings of highways under railroad,	1	
Number of crossings at which there are neither signals nor flagman,	1	

NAME AND RESIDENCE OF OFFICERS.

Wm. H. Haskell, *President*, Merrimac, Mass. Daniel J. Poore, *Treasurer and Clerk of Corporation*, Merrimac, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Wm. H. Haskell, Merrimac, Mass. Benj. F. Sargent, Merrimac, Mass. John B. Judkins, Merrimac, Mass. John L. Merrill, Merrimac, Mass. E. R. Brown, Dover, N. H.

PROPER ADDRESS OF THE COMPANY.

WEST AMESBURY BRANCH RAILROAD COMPANY,

MERRIMAC, MASS.

WM. H. HASKELL,
JOHN L. MERRILL,
JOHN B. JUDKINS,
Directors.
DANIEL J. POORE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Sept. 13, 1892. Then personally appeared Wm. H. Haskell, John L. Merrill, J. B. Judkins and D. J. Poore, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

O. E. LITTLE,
Notary Public.

REPORT

OF THE

WEST STOCKBRIDGE RAILROAD CORPORATION,

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Housatonic Railroad Company of Connecticut.]

INCOME ACCOUNT.		
<i>General Exhibit for the Year.</i>		
Income from lease of road,		\$1,800 00
TOTAL INCOME,		1,800 00
Salaries and maintenance of organization,	\$22 50	
Taxes,	307 10	
TOTAL DEDUCTIONS,		\$329 60
NET INCOME,		1,470 40
Dividends declared (3 80 per cent.),		1,504 80
Deficit for year ending June 30, 1892,		34 40
Balance Profit and Loss Account June 30, 1891 (surplus),		1,541 98
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),		1,507 58
General Balance Sheet June 30, 1892.		
DR.		
Cost of road,		\$39,600 00
Cash,	\$7 58	
Due from solvent companies and other individuals,	1,500 00	
TOTAL CASH AND CURRENT ASSETS,		1,507 58
TOTAL,		\$41,107 58
CR.		
Capital stock,		\$39,600 00
Profit and Loss balance,		1,507 58
TOTAL,		\$41,107 58
CAPITAL STOCK.		
Capital stock authorized by charter,	\$75,000 00	
Capital stock authorized by votes of company,	39,600 00	
Capital stock issued (number of shares, 396); amount paid in,		\$39,600 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		39,600 00
Total number of stockholders,	6	

DESCRIPTION OF ROAD OWNED.	
Main line of road from West Stockbridge to State line, Mass.,	2.64 miles.
Main line of road in Massachusetts,	2.64 “
Total road belonging to this company,	2.64 “

NAME AND RESIDENCE OF OFFICERS.

Wm. H. Starbuck, *President*, New York, N. Y. M. E. Stone, *Treasurer and Clerk of Corporation*, New York, N. Y.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Wm. H. Starbuck, New York, N. Y. J. L. Macaulay, New York, N. Y.
J. A. Bostwick, New York, N. Y. M. E. Stone, New York, N. Y. W. H. Stevenson, New York, N. Y.

PROPER ADDRESS OF THE COMPANY.

WEST STOCKBRIDGE RAILROAD CORPORATION,
22 WILLIAM STREET, NEW YORK, N. Y.

M. E. STONE,
Director.
M. E. STONE,
Treasurer and Clerk.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. On this twenty-sixth day of August, 1892, then personally appeared M. E. Stone, treasurer and clerk of the West Stockbridge Railroad Corporation, to me known, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

DANIEL A. WARREN,
Notary Public, New York County.

REPORT

OF THE

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[This road is leased to and operated by the Boston & Maine Railroad.]

INCOME ACCOUNT.		
<i>General Exhibit for the Year.</i>		
Income from lease of road,		\$250,000 00
TOTAL INCOME,		250,000 00
Salaries and maintenance of organization,	\$1,859 45	
Interest on funded debt accrued,	69,150 00	
Interest and discount on interest-bearing current liabilities,	20,657 27	
Other items charged to income,	847 55	
TOTAL DEDUCTIONS,		\$92,514 27
NET INCOME,		157,485 73
Dividends declared (6 per cent. on 30,644 shares),		183,864 00
Deficit for year ending June 30, 1892,		26,378 27
Balance Profit and Loss Account June 30, 1891 (deficit),		305,869 13
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (DEFICIT),		332,247 40
<hr/>		
<hr/>		
General Balance Sheet June 30, 1892.		
Dr.		
Cost of road,	\$4,138,584 99	
Cost of equipment,	415,336 03	
TOTAL PERMANENT INVESTMENTS,		\$4,553,921 02
Cash,	\$3,830 38	
Due from solvent companies and other individuals,	111 20	
Worcester, Nashua & Rochester Railroad stock,	35,300 00	
TOTAL CASH AND CURRENT ASSETS,		39,241 58
Profit and loss balance,		332,247 40
TOTAL,		\$4,925,410 00
<hr/>		
<hr/>		
Cr.		
Capital stock,		\$3,099,800 00
Funded debt,		1,429,000 00

Current liabilities :

Loans and bills payable,	\$377,000 00	
Matured interest coupons unpaid (including coupons due July 1),	1,412 50	
TOTAL CURRENT LIABILITIES,		\$378,412 50
Accrued interest not yet due,		18,197 50
TOTAL,		\$4,925,410 00

CAPITAL STOCK.

Capital stock authorized by charter,	\$3,600,000 00	
Capital stock authorized by votes of company,	3,099,800 00	
Capital stock issued (number of shares, 30,998); amount paid in,		\$3,099,800 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		3,099,800 00
Total number of stockholders,	823	
Number of stockholders in Massachusetts,	578	
Amount of stock held in Massachusetts,	\$1,765,500 00	

FUNDED DEBT.

Funded debt, as follows :

Mortgage bonds due April 1, 1893, rate of interest 5 per cent.,	\$250,000 00
Interest paid on same during year,	\$12,475 00
Mortgage bonds due April 1, 1894, rate of interest 5 per cent.,	564,000 00
Interest paid on same during year,	\$27,075 00
Mortgage bonds due Feb. 1, 1895, rate of interest 5 per cent.,	385,000 00
Interest paid on same during year,	\$19,250 00
Mortgage bonds due Jan. 1, 1906, rate of interest 4 per cent.,	150,000 00
Interest paid on same during year,	\$6,000 00
Mortgage bonds due Jan. 1, 1930, rate of interest 4 per cent.,	80,000 00
Interest paid on same during year,	\$3,200 00
TOTAL AMOUNT OF FUNDED DEBT,	\$1,429,000 00

DESCRIPTION OF ROAD OWNED.

Main line of road from Worcester, Mass., to Rochester, N.H.,	94.48 miles.
Main line of road in Massachusetts,	39.46 "
Main line of road in New Hampshire,	55.02 "
Double track on main line,	18.13 "
Same in Massachusetts,	18.13 "
Total road belonging to this company,	94.48 "
Sidings and other tracks not before enumerated,	31 54 "
Same in Massachusetts,	16.85 "
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	144.15 "
Same in Massachusetts,	74 44 "
Total length of tracks laid with steel rails,	89.00 "
[Weights per yard, 58 to 60 pounds.]	

GENERAL INFORMATION.

*Highway and Railroad Crossings in Massachusetts on Miles
of Road owned.*

Number of crossings of highways at grade,	37
Number of crossings of highways over railroad,	7

Number of crossings of highways under railroad,	8
Number of highway bridges 18 feet above track,	4
Number of highway bridges less than 18 feet above track, .	3
Height of lowest bridge above the rail,	15 ft.
Number of crossings at which gates or flagman are maintained,	18
Number of crossings at which there are neither signals nor flagman,	19
Number of railroad crossings at grade (specifying each), .	5
Worcester Division of the Fitchburg Railroad in Worcester.	
Central Massachusetts at Oakdale.	
Old Colony Railroad at Clinton.	
Fitchburg.	
Peterborough & Shirley at Ayer.	

NAME AND RESIDENCE OF OFFICERS.

James P. Cook, *President*, Salem, Mass. T. W. Hammond, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James P. Cook, Salem, Mass. Frank Jones, Portsmouth, N. H. Charles A. Sinclair, Portsmouth, N. H. Elijah B. Stoddard, Worcester, Mass. Geo. W. Armstrong, Brookline, Mass. George C. Lord, Newton, Mass. John A. Spalding, Nashua, N. H. Charles Holman, Nashua, N. H. F. A. McKean, Nashua, N. H.

PROPER ADDRESS OF THE COMPANY.

THE WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,
WORCESTER, MASS.

FRANK JONES,
GEO. W. ARMSTRONG,
J. P. COOK,
J. A. SPALDING,
E. B. STODDARD,
CHARLES HOLMAN,
FRANK A. MCKEAN,
Directors.
TIMOTHY W. HAMMOND,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 2, 1892. Then personally appeared Frank Jones, George W. Armstrong and J. P. Cook, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY T. GOULD,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Sept. 8, 1892. Then personally appeared E. B. Stoddard and Timothy W. Hammond, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

J. STEWART BROWN,

Justice of the Peace.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Sept. 6, 1892. Then personally appeared Charles Holman, F. A. McKean and J. A. Spalding, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

E. F. McQUESTEN,

Justice of the Peace.

WORCESTER, Sept. 3, 1892.

The undersigned, Commissioner of Worcester & Nashua Railroad for the Commonwealth of Massachusetts, having examined the foregoing report, believes it to be correct and hereby approves the same.

Before me,

JOHN J. PUTNAM.

The undersigned, Commissioner of the Commonwealth of Massachusetts of the Worcester & Nashua Railroad, on the third day of September, 1892, examined the accounts of said road, to determine what proportion of the receipts and expenditures pertained to that part of the road lying in Massachusetts, and what proportion to that part lying in New Hampshire.

Cost of entire road (94.48 miles),	\$4,138,584 99
Cost of road in Massachusetts (39.46 miles),	1,991,582 59
Cost of road in New Hampshire (55 02 miles),	2,147,002 40
Cost of equipment of entire road,	415,336 03
Cost of equipment in Massachusetts,	277,000 69
Cost of equipment in New Hampshire,	138,335 34
Total income of entire road (leased),	250,000 00
Net income of entire road,	157,485 73
Net income of road lying in Massachusetts,	118,114 29
Net income of road lying in New Hampshire,	39,371 44
Total expenses of corporation,	2,707 00

And the apportionment is hereby made according to the above figures.

JOHN J. PUTNAM,

Commissioner.

REPORT

OF THE

WORCESTER & SHREWSBURY RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[A narrow-gauge road.]

INCOME ACCOUNT.		
<i>General Exhibit for the Year.</i>		
Gross earnings from operation,	\$31,588 80	
Less operating expenses,	19,367 25	
INCOME FROM OPERATION,		\$12,221 55
Deductions from income:		
Interest on funded debt accrued during year,	\$1,320 00	
Interest and discount on interest-bearing current liabilities,	2,005 89	
Taxes,	255 16	
TOTAL DEDUCTIONS FROM INCOME,		3,581 05
Surplus for year ending June 30, 1892,		8,640 50
Balance Profit and Loss Account June 30, 1891 (surplus),		54,478 53
BALANCE PROFIT AND LOSS ACCOUNT JUNE 30, 1892 (SURPLUS),		63,119 03
EARNINGS FROM OPERATION.		
Passenger:		
Passenger revenue,		\$31,360 49
Express,		120 00
TOTAL PASSENGER EARNINGS,		\$31,480 49
Other earnings from operation:		
Interest on deposits,		108 31
TOTAL GROSS EARNINGS FROM OPERATION,		\$31,588 80
OPERATING EXPENSES.		
Maintenance of way and structures:		
Repairs of roadway,		\$1,753 56
Renewals of ties,		19 95
Repairs of buildings,		53 79
TOTAL,		\$1,827 30
Maintenance of equipment:		
Repairs and renewals of locomotives,		\$1,328 96
Repairs and renewals of passenger cars,		524 23
TOTAL,		\$1,853 19

Conducting transportation:		
Wages of enginemen, firemen and roundhousemen,		\$3,211 92
Fuel for locomotives,		1,218 56
Water supplies for locomotives,		245 88
All other supplies for locomotives,		98 68
Wages of other trainmen,		2,591 71
All other train supplies,		31 54
Wages of station agents, clerks and laborers,		815 93
Station supplies,		9 50
TOTAL,		\$8,223 72
General expenses:		
Salaries of officers,		\$18 00
Advertising,		4,869 44
Insurance,		571 59
Stationery and printing,		35 15
Other general expenses,		186 86
TOTAL,		\$7,463 04
Recapitulation of expenses:		
Maintenance of way and structures,		\$1,827 30
Maintenance of equipment,		1,853 19
Conducting transportation,		8,223 72
General expenses,		7,463 04
GRAND TOTAL,		\$19,367 25
Percentage of operating expenses to earnings, . . . . .		.613+

General Balance Sheet June 30, 1892.

DR.		
Cost of road,	\$58,964 05	
Cost of equipment,	43,901 48	
TOTAL PERMANENT INVESTMENTS,		\$102,865 53
Cash,	\$352 86	
Bills receivable,	18,725 64	
TOTAL CASH AND CURRENT ASSETS,		19,078 50
TOTAL,		\$121,944 03
CR.		
Capital stock,	\$36,825 00	
Funded debt,	220 00	
Profit and Loss balance,	63,119 03	
TOTAL,		\$121,944 03

CAPITAL STOCK.

Capital stock authorized by charter,	\$40,000 00	
Capital stock authorized by votes of company,	36,700 00	
Capital stock issued (number of shares, 367); amount paid in,		\$36,700 00
Capital stock paid in on shares not issued,		125 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,		36,825 00
Total number of stockholders,	10	
Number of stockholders in Massachusetts,	10	
Amount of stock held in Massachusetts,	\$36,825 00	

FUNDED DEBT.	
Funded debt, as follows :	
Bonds due Jan. 1, 1895, rate of interest 6 per cent., . . .	\$22,000 00
Interest paid on same during year, . . . \$1,320 00	
PASSENGER, FREIGHT AND TRAIN MILEAGE.	
Passenger traffic :	
Number of passengers carried earning revenue,	484,024
Number of passengers carried one mile,	1,306,865
Average distance carried,	2.7 miles.
Total passenger revenue,	\$31,360 49
Average amount received from each passenger,	6.27 cents.
Average receipts per passenger per mile,	2.39 “
Estimated cost of carrying each passenger one mile, . . . . .	.88+ cent.
Passenger earnings per mile of road,	\$11,614 99
Passenger earnings per train mile,	54.53+ cents.
Train mileage :	
Miles run by passenger trains,	57,510
Total train mileage,	57,510
Average number of persons employed,	9
Rates of fare :	
Average rate of fare per mile received for local tickets,	3 cents.
Average rate of fare per mile received for commutation tickets,	2 “
Average rate of fare per mile received from passengers on joint ticket to and from other railroads and transportation companies,	1.1 “
DESCRIPTION OF ROAD OWNED.	
Main line of road from Worcester to Lake Quinsigamond,	2.70 miles.
Main line of road in Massachusetts,	2.70 “
TOTAL LENGTH OF TRACK OWNED, COMPUTED AS SINGLE TRACK,	2.70 “
Same in Massachusetts,	2.70 “
Total length of tracks laid with steel rails,	2.70 “
[Weights per yard, 56 and 60 pounds.]	
Total miles of road operated by this company,	2.70 “
Total miles of road operated by this company in Massachusetts,	2.70 “
Number of stations in Massachusetts on all roads operated by this company,	4

DESCRIPTION OF EQUIPMENT.					
	Number Owned.	Total Number.	Average Weight.	Number Equipped with Train Brake.	Number Equipped with Driving-Wheel Brake.
Locomotives :			Tons.		
Passenger,	4	4	22½	4	4
TOTAL,	4	4	-	4	4
Passenger cars,	10	10	-	-	-
Flat freight cars (basis of 8 wheels),	2	2	-	-	-
Cars in company's service :					
Gravel cars,	2	2	-	-	-
TOTAL,	14	14	-	-	-

GENERAL INFORMATION.*Highway and Railroad Crossings in Massachusetts on Miles
of Road owned.*

Number of crossings of highways at grade,	4
Number of crossings at which there are neither signals nor flagman,	4

NAME AND RESIDENCE OF OFFICERS.

Horace H. Bigelow, *President*, Worcester, Mass. Irving E. Bigelow, *General Manager*, Worcester, Mass. Eben F. Thompson, *General Counsel*, Worcester, Mass. Solomon K. Hindley, *Auditor*, Spencer, Mass. Irving E. Bigelow, *Superintendent*, Worcester, Mass. A. H. Samson, *General Passenger Agent*, Worcester, Mass. Horace H. Bigelow, *Treasurer*, Worcester, Mass. Irving E. Bigelow, *Clerk of Corporation*, Worcester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Chas. S. Turner, Worcester, Mass. Josiah H. Clarke, Worcester, Mass. George A. Stevens, Worcester, Mass. Horace H. Bigelow, Worcester, Mass. George H. Ball, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY RAILROAD COMPANY,
WASHINGTON SQUARE, WORCESTER, MASS.

HORACE H. BIGELOW,
JOSIAH H. CLARKE,
C. S. TURNER,
GEO. A. STEVENS,
Directors.
IRVING E. BIGELOW,
Superintendent.
HORACE H. BIGELOW,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Oct. 31, 1892. Then personally appeared Horace H. Bigelow, Josiah H. Clarke, C. S. Turner, George A. Stevens and Irving E. Bigelow, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAS. M. DREMAN,
Justice of the Peace.

REPORT
OF THE
HOUSATONIC RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1892.

[Showing revenue, expenses of operating, mileage, traffic, etc., on roads leased and operated by this company in Massachusetts, the same being the Berkshire, the Stockbridge & Pittsfield, and the West Stockbridge Railroads.]

INCOME ACCOUNT.		
<i>General Exhibit for the Year.</i>		
Gross earnings from operation,	\$379,935 86	
Less operating expenses,	251,210 39	
Income from operation,		\$128,725 47
Dividends on stocks owned:		
West Stockbridge Railroad Company,		1,504 80
TOTAL INCOME,		130,230 27
Deductions from income:		
Interest and discount on interest-bearing current liabilities,	\$9,715 36	
Rentals:		
Berkshire Railroad,	42,000 00	
Stockbridge & Pittsfield Railroad,	31,409 00	
West Stockbridge Railroad,	1,800 00	
TOTAL DEDUCTIONS FROM INCOME,		84,924 36
NET INCOME,		\$45,305 91
EARNINGS FROM OPERATION.		
Passenger:		
Passenger revenue,		\$145,703 16
Mail,		4,872 07
Express,		11,937 15
TOTAL PASSENGER EARNINGS,		\$162,512 38
Freight:		
Freight revenue,		214,679 77
TOTAL PASSENGER AND FREIGHT EARNINGS,		377,192 15
Other earnings from operation:		
Car mileage, balance,	\$1,261 29	
Rentals not otherwise provided for,	1,482 42	
TOTAL OTHER EARNINGS,		2,743 71
TOTAL GROSS EARNINGS FROM OPERATION,		\$379,935 86

OPERATING EXPENSES.

	Chargeable to Passenger Traffic.*	Chargeable to Freight Traffic.*	Total.
Maintenance of way and structures:			
Repairs of roadway,	\$14,070 30	\$11,512 06	\$25,582 36
Renewals of ties,	4,176 93	3,417 50	7,594 43
Repairs of bridges and culverts,	1,559 02	1,275 57	2,834 59
Repairs of fences, road-crossings, signs and cattle guards,	948 75	776 25	1,725 00
Repairs of buildings,	1,762 70	1,442 21	3,204 91
Other expenses,	58 62	47 97	106 59
TOTAL,	\$22,576 32	\$18,471 56	\$41,047 88
Maintenance of equipment:			
Repairs and renewals of locomotives,	\$5,648 68	\$4,621 64	\$10,270 32
Repairs and renewals of passenger cars,	6,060 61	-	6,060 61
Repairs and renewals of freight cars,	-	9,152 05	9,152 05
Shop machinery, tools, etc.,	377 82	309 12	686 94
Other expenses,	180 13	147 56	327 69
TOTAL,	\$12,267 24	\$14,230 37	\$26,497 61
Conducting transportation:			
Wages of engineers, firemen and roundhouse- men,	\$15,380 60	\$12,584 12	\$27,964 72
Fuel for locomotives,	23,650 76	19,350 63	43,001 39
Water supplies for locomotives,	560 19	458 33	1,018 52
All other supplies for locomotives,	942 17	770 85	1,713 02
Wages of other trainmen,	12,372 34	15,121 75	27,494 09
All other train supplies,	2,194 10	1,795 17	3,989 27
Wages of switchmen, flagmen and watchmen,	4,051 98	4,539 28	8,591 26
Expense of telegraph, including train despatch- ers and operators,	3,200 46	2,618 55	5,819 01
Wages of station agents, clerks and laborers,	11,055 31	19,679 06	30,734 37
Station supplies,	1,677 70	775 48	2,453 18
Loss and damage,	-	835 46	835 46
Other expenses,	233 76	191 25	425 01
TOTAL,	\$75,319 37	\$78,719 93	\$154,039 30
General expenses:			
Salaries of officers,	\$6,274 93	\$5,134 03	\$11,408 96
Salaries of clerks,	2,122 38	1,736 51	3,858 89
General office expenses and supplies,	539 81	441 68	981 49
Agencies, including salaries and rent,	-	186 19	186 19
Advertising,	1,591 03	-	1,591 03
Commissions,	101 82	-	101 82
Insurance,	904 35	739 91	1,644 26
Expense of fast freight lines,	-	247 97	247 97
Rentals not otherwise provided for,	1,553 50	1,271 06	2,824 56
Legal expenses,	1,183 37	968 22	2,151 59
Stationery and printing,	2,241 76	1,834 16	4,075 92
Other general expenses,	304 10	248 82	552 92
TOTAL,	\$16,817 05	\$12,808 55	\$29,625 60
Recapitulation of expenses:			
Maintenance of way and structures,	\$22,576 32	\$18,471 56	\$41,047 88
Maintenance of equipment,	12,267 24	14,230 37	26,497 61
Conducting transportation,	75,319 37	78,719 93	154,039 30
General expenses,	16,817 05	12,808 55	29,625 60
GRAND TOTAL,	\$126,979 98	\$124,230 41	\$251,210 39
Percentage of operating expenses to earnings, . . . . .	. . . . .	. . . . .	66.12

* The items in these columns which are not directly chargeable to either passenger or freight business are to be apportioned between the two on the basis of train mileage as prescribed by the Interstate Commerce Commission. The result, therefore, is not accurate, but only approximate, and this fact must be borne in mind in drawing conclusions therefrom.

PASSENGER, FREIGHT AND TRAIN MILEAGE.	
Passenger traffic :	
Number of passengers carried earning revenue,	346,900
Number of passengers carried one mile,	5,994,416
Average distance carried,	17.28 miles.
Total passenger revenue,	\$145,703 16
Average amount received from each passenger,	42 cents.
Average receipts per passenger per mile,	2.43 "
Estimated cost of carrying each passenger one mile,*	2 12 "
Passenger earnings per mile of road,	\$3,887 39
Passenger earnings per train mile,	98.39 cents.
Freight traffic :	
Number of tons carried of freight earning revenue,	220,124
Number of tons carried one mile,	9,560,000
Average distance haul of one ton,	43.43 miles.
Total freight revenue,	\$214,679 77
Average amount received for each ton of freight,	97.52 cents.
Average receipts per ton per mile,	2 25 "
Estimated cost of carrying one ton one mile,*	1.29 "
Freight earnings per mile of road,	\$4,606 86
Freight earnings per train mile,	\$1 58.36
Train mileage :	
Miles run by passenger trains,	165,155
Miles run by freight trains,	135,565
Total mileage trains earning revenue,	300,720
Miles run by switching trains,	141,680
Miles run by construction and other trains,	6,300
Total train mileage,	448,700
Average number of persons employed,	193
Rates of fare :	
Average rate of fare per mile received for local tickets,	2.96 cents.
Average rate of fare per mile received for commutation tickets, . . . . .	.75 cent.
Average rate of fare per mile received for mileage tickets,	2 cents.
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies,	2.59 "
Rates of freight :	
Average rate per ton per mile received from freight way-billed local,	2.93 "
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies,	1.81 "
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract, the Operations of which are included in this Return.</i>	
Berkshire Railroad, Connecticut State Line to West Stockbridge,	21.03 miles.
Stockbridge & Pittsfield Railroad, Van Deusenville to Pittsfield,	22.93 "
West Stockbridge Railroad, West Stockbridge to New York State Line,	2.64 "
Total length of above roads (single track, steel rails),	46.60 "
Total length of above roads in Massachusetts,	46.60 "
Total miles of road operated by this company,	46 60 "
Total miles of road operated by this company in Massachusetts,	46.60 "
Number of stations in Massachusetts on all roads operated by this company,	15
Number of telegraph offices in same,	11

* See note under "Operating Expenses."

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	2	2	2	2	-	-
Others, .	-	-	1	2	1	2	-	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

Sept. 5, 1891. — Van Deusenville: Brakeman T. O'Neill was slightly injured while switching.

October 14. — South Lee: M. Boyle found beside track badly injured, supposed to have been struck by train; reported intoxicated previous to being found.

Feb. 19, 1892. — Pittsfield: Milk train struck a hand car near Pittsfield, fatally injuring J. Connors and E. Bensan.

February 27. — Sheffield: Brakeman E. Daly slightly injured while coupling cars.

April 25. — Van Deusenville: James Connelly struck by passenger train and killed. The man was walking on the track and saw the train approaching.

May 30. — Lenoxdale: James Alexander, in attempting to jump on a flat car in moving train, fell under the car and the wheels passed over one leg.

GENERAL INFORMATION.

Highway and Railroad Crossings in Massachusetts on Miles of Road leased.

Number of crossings of highways at grade,	56
Number of crossings of highways over railroad,	3
Number of crossings of highways under railroad,	7
Number of highway bridges less than 18 feet above track, .	3
Height of lowest bridge above the rail,	14 ft. 8 in.
Number of crossings at which gates or flagman are maintained,	3
Number of crossings at which electric signals are maintained,	1
Number of crossings at which there are neither signals nor flagman,	53

New Bridges of over Ten Feet Span built within the Year on Roads operated in Massachusetts (including Those replacing Old Structures and Those built where None before existed).

Location.	To Replace.	Description.	Length of Spans and Number of Tracks.	When and by whom Built.
Ashley Falls, .	Old bridge.	Frame, bent.	180 feet; 1 track.	- -

<i>Bridges on Roads operated in Massachusetts.</i>	
Total length of pile and trestle bridging,	768 feet.
Bridges extensively repaired during the year (specify how): Ashley Falls replaced.	

PROPER ADDRESS OF THE COMPANY.

HOUSATONIC RAILROAD COMPANY,
BRIDGEPORT, CONN.

C. H. PLATT,
General Superintendent.
HERBERT W. SNOW,
Auditor.

COMMONWEALTH OF CONNECTICUT.

COUNTY OF NEW HAVEN, ss. Sept. 7, 1892. Then personally appeared C. H. Platt, General Superintendent, and Herbert W. Snow, Auditor, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

A. S. MAY,
Notary Public.

STREET RAILWAY REPORTS

FOR THE

YEAR ENDING SEPT. 30, 1892.

(AS CORRECTED BY THE BOARD.)

REPORT
OF THE
ALBANY STREET FREIGHT RAILWAY COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

[Used only for the transportation of freight.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter, . . .	\$75,000	00	
Capital stock authorized by votes of company, . . .	50,000	00	
Capital stock paid (par value of shares, \$50), . . .	.	.	\$50,000 00
Number of stockholders, . . . . .	.	8	
DEBT.			
Unfunded debt, as follows:			
Notes payable, . . . . .	.	.	\$2,000 00
TOTAL GROSS DEBT, . . . . .	.	.	2,000 00
Amount of cash assets, viz.:			
Cash,	\$975	68	
Debit balances,	93	50	
NET DEBT, . . . . .	.	.	930 82
PERMANENT INVESTMENTS.			
RAILWAY.			
TOTAL COST OF CONSTRUCTION, . . . . .	.	.	\$49,066 29
Cash assets, . . . . .	.	.	1,069 18
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .	.	.	\$50,135 47
REVENUE FOR THE YEAR.			
Transporting freight,	\$790	50	
Interest on bank account,	12	65	
TOTAL INCOME FROM ALL SOURCES, . . . . .	.	.	\$803 15
EXPENSES OF OPERATING FOR THE YEAR.			
Repairs of road-bed and track, . . . . .	.	.	\$494 32
Taxes, State and local, . . . . .	.	.	94 70
TOTAL EXPENSES OF OPERATING, . . . . .	.	.	\$589 02

NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$214 13
Deficit at commencement of year,	2,078 66
TOTAL DEFICIT SEPT. 30, 1892,	\$1,864 53
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$49,066 29
Cash and cash assets,	1,069 18
Deficit,	1,864 53
TOTAL ASSETS,	\$52,000 00
LIABILITIES	
Capital stock,	\$50,000 00
Unfunded debt,	2,000 00
TOTAL LIABILITIES,	\$52,000 00
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
DR.	
To balance Sept. 30, 1891,	\$2,078 66
Expenses,	589 02
	\$2,667 68
CR.	
By total income,	\$803 15
Balance carried forward Sept. 30, 1892,	1,864 53
	\$2,667 68
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as single track, exclusive of sidings, . . . . .	.856 miles.
Aggregate length of switches, sidings, etc., . . . . .	.076 "
Total length of track, measured as single track, . . . . .	.932 "
Total length of track paved, . . . . .	.932 "
Total length of railway, measured as single track, not including sidings, etc., operated by this company, . . . . .	.856 "

PROPER ADDRESS OF THE COMPANY.

ALBANY STREET FREIGHT RAILWAY COMPANY,
No. 81 MILK STREET, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Henry M. Whitney, *President*, Brookline, Mass. Joseph H. Goodspeed, *Treasurer*, Boston, Mass. Prentiss Cummings, *Clerk of Corporation*, Brookline, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry M. Whitney, Brookline, Mass. Prentiss Cummings, Brookline, Mass. Edmund Reardon, Cambridge, Mass. Frank H. Monks, Brookline, Mass. G. D. Braman, Cohasset, Mass.

HENRY M. WHITNEY,
PRENTISS CUMMINGS,
*Directors of the Albany Street Freight
Railway Company.*
JOSEPH H. GOODSPEED,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. Nov. 9, 1892. Then personally appeared Henry M. Whitney and Prentiss Cummings, directors, and Joseph H. Goodspeed, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FREDERIC TUDOR, JR.,
Justice of the Peace.

REPORT
OF THE
ATTLEBOROUGH, NORTH ATTLEBOROUGH & WRENTHAM
STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$60,000 00	
Capital stock authorized by votes of company, . . .	60,000 00	
Capital stock paid (par value of shares, \$100), . . .		\$60,000 00
Number of stockholders, . . . . .	. . . 11	
DEBT.		
Funded debt, as follows:		
First mortgage bonds due in 20 years, rate of interest 5 per cent.,		\$50,000 00
Unfunded debt, as follows,		30,777 57
Notes payable,	\$22,341 79	
Open accounts,	8,435 78	
TOTAL GROSS DEBT,		\$80,777 57
Amount of cash assets, viz.:		9,796 75
Cash,	\$444 12	
Debit balances,	9,352 63	
NET DEBT,		\$70,980 82
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$70,535 14
EQUIPMENT.		
Cars,		\$11,988 00
Other articles of equipment,		46,584 44
TOTAL COST OF EQUIPMENT,		\$58,572 44
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . .		\$750 00
Buildings owned by company needed in operating road, . .		8,466 76
TOTAL COST OF LAND AND BUILDINGS,		\$9,216 76

TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$138,324 34
Cash assets,	9,796 75
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$148,121 09
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (paving),	\$2,711 35
New cars (number, 5),	5,600 00
Other equipment,	5,730 57
TOTAL ADDITION TO PROPERTY,	\$14,041 92
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$38,340 25
Income from other sources,	348 10
TOTAL INCOME FROM ALL SOURCES,	\$38,688 35
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$1,300 94
Repairs of cars and other vehicles, harness and horse-shoeing,	1,599 88
Hire of power,	10,147 50
Oil and waste,	385 54
Wages and salaries of all persons employed in operating the road,	12,432 53
Fuel and light,	257 34
Taxes, State and local,	957 26
Removing snow and ice,	218 62
Insurance,	563 00
Damages for injuries to persons and property,	910 96
Office expenses, and all other expenses not included above,	1,720 40
TOTAL EXPENSES OF OPERATING,	\$30,493 97
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$8,194 38
Interest accrued during the year,	3,134 99
Balance for the year, or surplus,	5,059 39
Surplus at commencement of year,	2,284 13
TOTAL SURPLUS SEPT. 30, 1892,	\$7,343 52
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	9
Open cars,	8
Number of box cars fitted with electric motors,	5
Number of open cars fitted with electric motors,	4
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$70,535 14
Equipment,	58,572 44
Land and buildings,	9,216 76
Cash and cash assets,	9,796 75
TOTAL ASSETS,	\$148,121 09

LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$60,000 00
Funded debt,	.	.	.	.	.	.	.	.	.	50,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	.	30,777 57
Surplus,	.	.	.	.	.	.	.	.	.	7,343 52
TOTAL LIABILITIES,										\$148,121 09
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.										
DR.										
To expenses,	.	.	.	.	.	.	.	.	.	\$30,493 97
interest,	.	.	.	.	.	.	.	.	.	3,134 99
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	.	7,343 52
										\$40,972 48
CR.										
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	.	\$2,284 13
total income,	.	.	.	.	.	.	.	.	.	38,688 35
										\$40,972 48
DESCRIPTION OF RAILWAY.										
Length of railway owned by company, measured as a single track, exclusive of sidings,										6.500 miles.
Aggregate length of switches, sidings, etc.,										.360 mile.
Total length of track, measured as single track,										6.860 miles.
Total length of track paved,										2 miles.
Weight of rail per yard, and description of rail: T rail, 45 pounds.										
Description of the several lines or routes operated by the company:										
Commencing at Park Street crossing of Old Colony Railroad in town of Attleborough, thence through Park Street, North Main Street, North Avenue, Commonwealth Avenue, High Street, Elm Street, Washington Street and Park Street, North Attleborough; South Street to School Street, Wrentham, its terminus.										
Attleborough to North Attleborough, 4½ miles; North Attleborough to Wrentham, 2¼ miles. Gauge of track, 4 feet 8½ inches.										
Total length of railway, measured as single track, not including sidings, etc., operated by this company,										6.500 miles.
MILES RUN, ETC.										
Total number of miles run during the year,										185,784
Total number of passengers carried in the cars,										775,876
Total number of round trips for the year,										15,482
Number of persons regularly employed by company,										35
Rates of fare,										5 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	-	-	1
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

Aug. 23, 1892. — Cars ran together, and shock threw a man off the seat; he was slightly injured.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Six and one-half miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston. Single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Nine miles per hour.

PROPER ADDRESS OF THE COMPANY.

ATTLEBOROUGH, NORTH ATTLEBOROUGH & WRENTHAM STREET
RAILWAY COMPANY,
NORTH ATTLEBOROUGH, MASS.

NAME AND RESIDENCE OF OFFICERS.

Peter Nerney, *President*, Attleborough, Mass. M. A. Carter, *Superintendent*, Attleborough, Mass. C. T. Guild, *Treasurer and Clerk of Corporation*, North Attleborough, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Peter Nerney, Attleborough, Mass. M. B. Short, Attleborough, Mass. H. M. Daggett, Jr., Attleborough, Mass. Geo. Demarest, Plainville, Mass. H. G. Bacon, Plainville, Mass. C. T. Guild, North Attleborough, Mass.

PETER NERNEY,
MACE B. SHORT,
GEO. DEMAREST,
C. T. GUILD,
H. G. BACON,
H. M. DAGGETT, JR.,
*Directors of the Attleborough, North Attleborough
& Wrentham Street Railway Company.*
C. T. GUILD,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Oct. 15, 1892. Then personally appeared Peter Nerney, Mace B. Short, Geo. Demarest, C. T. Guild, H. G. Bacon and H. M. Daggett, Jr., and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRED B. BYRAM,
Justice of the Peace.

REPORT
OF THE
BROCKTON STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock paid (par value of shares, \$100), . . . . .	. . . . .	\$250,000 00
Number of stockholders,	75	
DEBT.		
Funded debt, as follows, . . . . .	. . . . .	\$300,000 00
Bonds due April 1, 1905, rate of interest 4½ per cent.,	\$50,000 00	
Bonds due April 1, 1906, rate of interest 4½ per cent.,	50,000 00	
Bonds due April 1, 1910, rate of interest 4½ per cent.,	50,000 00	
Bonds due Jan. 1, 1912, rate of interest 5 per cent.,	150,000 00	
Unfunded debt, as follows, . . . . .	. . . . .	198,087 58
Unpaid coupons,	\$112 50	
Sundry accounts,	57,122 08	
• Notes payable,	140,853 00	
TOTAL GROSS DEBT, . . . . .	. . . . .	\$498,087 58
Amount of cash assets, viz., . . . . .	. . . . .	50,709 28
Cash,	\$13,228 81	
Supplies,	5,078 23	
Debit balances,	32,402 24	
NET DEBT, . . . . .	. . . . .	\$447,378 30
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	}	\$346,686 38
Track, including timber, rails, etc , and laying,		
Interest during construction, commissions, discounts, etc.,		13,470 51
Engineering, agencies, salaries, and other expenses during construction,		458 30
Overhead lines, wires, poles, etc.,		37,333 48
TOTAL COST OF CONSTRUCTION, . . . . .	. . . . .	\$397,948 67

EQUIPMENT.	
Horses,	\$6,160 00
Cars,	43,505 54
Other articles of equipment,	92,800 81
TOTAL COST OF EQUIPMENT,	\$142,466 35
LAND AND BUILDINGS.	
Land owned by company needed in operating road,	\$25,556 40
Buildings owned by company needed in operating road (including power-house and fixtures,	129,500 91
TOTAL COST OF LAND AND BUILDINGS,	\$155,057 31
OTHER PROPERTY.	
Highland Park (a tract of land, with buildings, used as a public park),	\$26,482 47
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	721,954 80
Cash assets,	50,709 28
TOTAL PROPERTY AND ASSETS OF COMPANY.	\$772,664 08
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks, 14.452 feet, and reconstructing 16.282 miles and electrically equipping the same,	\$150,016 51
New cars (number, 13),	9,762 47
Other equipment,	81,467 50
Land and buildings (including power-station),	131,910 19
TOTAL ADDITION TO PROPERTY,	\$373,156 67
Property sold or reduced in valuation on the books, viz.: Horses,	26,320 00
NET ADDITION TO PROPERTY FOR THE YEAR,	\$346,836 67
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$141,241 00
Received from other railways as tolls or rent,	235 56
East Side Street Railway Company,	\$129 82
Brockton & Holbrook Street Railway Company,	105 74
Received from sales of manure,	605 18
TOTAL EARNINGS,	\$142,081 74
Income from other sources,	1,425 00
Advertising in the cars,	\$368 00
Rents,	438 25
Sale of standing grass and ice privilege,	150 00
Use of teams,	468 75
TOTAL INCOME FROM ALL SOURCES,	\$143,506 74
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$2,584 28
Repairs of cars and other vehicles, harness and horse-shoeing,	7,128 91
Repairs of buildings,	89 61
Renewal of horses,	1,000 00
Wages and salaries of president, treasurer, superintendent and their clerks,	5,820 24

Wages and salaries of all other persons employed in operating the road,	\$45,395 54
Provender,	16,798 07
Taxes, State and local,	4,564 26
Rent and tolls paid other companies for use of their roads (Whitman Street Railway Company, April 1 to September 30),	2,025 00
Electric motive power,	4,374 44
Repairs of overhead lines,	12 71
Insurance,	1,795 95
Damages for injuries to persons and property,	1,365 25
Office expenses, and all other expenses not included above,	7,009 15
TOTAL EXPENSES OF OPERATING,	\$99,963 41
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$43,543 33
Interest accrued during the year,	15,030 91
Dividends declared (6 per cent. for the year),	11,904 00
Balance for the year, or surplus,	16,608 42
Surplus at commencement of year,	\$20,208 13
Deduct:	
Depreciation on horses,	\$12,057 65
Prior accounts,	182 40
Surplus at commencement of year, as changed by aforesaid entries,	7,968 08
TOTAL SURPLUS SEPT. 30, 1892,	24,576 50
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	26
Open cars,	34
Horses,	44
Harnesses (pairs of),	18
Other articles of equipment:	
Fare registers, car stoves, snow plows, track scrapers, tower wagons, single and double tip carts, grain and hay wagons, circuit wagon and top buggy, carriage and team harness, track tools, office furniture, safes, etc.	
Number of box cars fitted with electric motors,	13
Number of open cars fitted with electric motors,	21
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$397,948 67
Equipment,	142,466 35
Land and buildings,	155,057 31
Other property,	26,482 47
Cash and cash assets,	50,709 28
TOTAL ASSETS,	\$772,664 08
LIABILITIES.	
Capital stock,	\$250,000 00
Funded debt,	300,000 00
Unfunded debt,	198,087 58
Surplus,	24,576 50
TOTAL LIABILITIES,	\$772,664 08

Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
DR.	
To expenses,	\$99,963 41
interest,	15,030 09
dividends,	11,904 00
amount charged depreciation,	12,057 65
amount charged prior account,	182 40
balance carried forward Sept. 30, 1892,	24,576 50
	\$163,714 87
CR.	
By balance Sept. 30, 1891,	\$20,208 13
total income,	143,506 74
	\$163,714 87
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	19.214 miles.
Aggregate length of switches, sidings, etc.,	1.206 “
Total length of track, measured as single track,	20.420 “
Total length of track paved,	20.049 “
Weight of rail per yard, and description of rail: 40, 45 and 48 pounds T rail, and 1¼ miles of 35-pound train rail.	
Description of the several lines or routes operated by the company:	
Main Street Line.	
Commencing on Main Street at West Bridgewater line, running thence northerly through Main Street (with double track) to South Street in the town of Avon, thence northerly (with single track) through the towns of Avon and Randolph to West Corners, so called.	
Belmont and Pleasant Streets Line.	
Commencing on Belmont Street at West Street, running easterly (double track) to Main Street, from Main Street (single track) to School, Lincoln and Montello streets, up Centre to Main Street, thence westerly on Pleasant Street to West Street.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of the same,	3.400 miles.
Whitman Street Railway Company (leased), from Brockton line through Temple Street to Washington Street, through Washington Street to South Avenue, through South Avenue to Winter Street.	
Whitman Street Railway Company, leased by Brockton Street Railway Company, runs its cars over the tracks of the East Side Street Railway Company, viz.: from Main Street, on Centre, to Everett, through Everett Street to Court, through Court to Cary, through Cary to Centre, through Centre to Quincy Street, through Quincy to Crescent Street to the Whitman line, and then westerly from Bumpus Corner on Crescent Street to Main Street.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	22.614 miles.

MILES RUN, ETC.						
Total number of miles run during the year,	.	.	.	.	.	549,561
Total number of passengers carried in the cars,	.	.	.	.	.	3,010,831
Total number of round trips for the year,	.	.	.	.	.	65,694
Number of persons regularly employed by company,	.	.	.	.	.	140
Rates of fare,	.	.	.	.	.	5 and 10 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

August 31. — Thomas Archibald attempted to leave a moving car; was thrown to the ground and slightly injured.

September 16. — Charles Ricker, while riding on running-board of open car, on double track, was knocked off by approaching car and injured slightly.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Twenty-one and two hundred and thirteen thousandths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. With the exception of the Belmont and Pleasant streets line of three miles, entirely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Single trolley; Thomson-Houston system.

Number of miles of track for electric railway under construction Sept. 30, 1892. One and four hundred one thousandths miles.

Name of system, or, if storage batteries are to be used, the name of the storage battery. Thomson-Houston system.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Eight miles.

PROPER ADDRESS OF THE COMPANY.

BROCKTON STREET RAILWAY COMPANY,

BROCKTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

George H. Campbell, *President*, Boston, Mass. Horace B. Rogers, *General Manager*, Brockton, Mass. Alfred A. Glasier, *Treasurer*, Boston, Mass. Horace B. Rogers, *Clerk of Corporation*, Brockton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George H. Campbell, Boston, Mass. Alfred A. Glasier, Boston, Mass.
John P. Morse, Brockton, Mass. Charles F. Porter, Brockton, Mass. Fred.
B. Howard, Brockton, Mass. Edwin S. Webster, Boston, Mass. George
W. Mansfield, Melrose, Mass.

G. H. CAMPBELL,
JOHN P. MORSE,
CHARLES F. PORTER,
ALFRED A. GLASIER,
FRED. B. HOWARD,

Directors of the Brockton Street Railway Company.

ALFRED A. GLASIER,

Treasurer.

HORACE B. ROGERS,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, October, 1892. Then personally appeared
G. H. Campbell, John P. Morse, Charles F. Porter, Alfred A. Glasier, Fred.
B. Howard and Horace B. Rogers, and severally made oath to the truth of the
foregoing statement by them subscribed, according to their best knowledge
and belief.

HARRY W. FLAGG,

Justice of the Peace.

REPORT

OF THE

BROCKTON & HOLBROOK STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	\$70,000	00	
Capital stock authorized by votes of company,	70,000	00	
Capital stock paid (par value of shares, \$100),			\$70,000 00
Number of stockholders,	14		
DEBT.			
Unfunded debt, as follows:			
Accounts payable,			\$826 09
Amount of cash assets, viz.,			2,274 85
Cash,	\$1,208	85	
Debit balances, construction,	1,066	00	
NET SURPLUS,			1,448 76
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving,	}		\$38,430 30
Track, including timber, rails, etc., and laying,			8,652 30
Overhead lines,			
Engineering, agencies, salaries and other expenses during construction,			779 71
TOTAL COST OF CONSTRUCTION,			\$47,862 31
EQUIPMENT.			
Cars,			\$5,074 29
Other articles of equipment,			15,997 40
TOTAL COST OF EQUIPMENT,			\$21,071 69
TOTAL AMOUNT OF PERMANENT INVESTMENTS,			68,934 00
Cash assets,			2,274 85
TOTAL PROPERTY AND ASSETS OF COMPANY,			\$71,208 85
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.			
Extension of tracks (number of feet, 24,367),			\$39,210 01
Overhead lines,			8,652 30
New cars (number, 4),			5,074 29
Other equipment,			15,997 40
TOTAL ADDITION TO PROPERTY,			\$68,934 00

REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company (beginning Sept. 19, 1892),	\$1,208 85
TOTAL INCOME FROM ALL SOURCES,	\$1,208 85
EXPENSES OF OPERATING FOR THE YEAR.	
Wages and salaries of all other persons employed in operating the road,	\$291 46
Power,	87 12
Rent and tolls paid other companies for use of their roads : Brockton Street Railway Company,	105 74
Offices expenses, and all other expenses not included above,	341 77
TOTAL EXPENSES OF OPERATING (beginning Sept. 19, 1892),	\$826 09
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$382 76
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Open cars,	4*
Other articles of equipment : Motors,	8
Number of open cars fitted with electric motors,	4
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$47,862 31
Equipment,	21,071 69
Cash and cash assets,	2,274 85
TOTAL ASSETS,	\$71,208 85
LIABILITIES.	
Capital stock,	\$70,000 00
Unfunded debt,	826 09
Surplus,	382 76
TOTAL LIABILITIES,	\$71,208 85
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
DR.	
To expenses,	\$826 09
balance carried forward Sept. 30, 1892,	382 76
	\$1,208 85
CR.	
By total income,	\$1,208 85
	\$1,208 85

* Electrically equipped.

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	4.442 miles.
Aggregate length of switches, sidings, etc., . . . . .	.173 “
Total length of track, measured as single track,	4.615 “
Total length of track paved,	1.287 “
Weight of rail per yard, and description of rail: 48 pounds, T.	
Description of the several lines or routes operated by the company:	
Commencing corner Main and Howard streets, Brockton, running thence north-easterly on Howard Street to Franklin Street, Holbrook, thence northerly on said Franklin Street, through the town of Holbrook, to opposite the residence of Jonathan Paine, Holbrook.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same,	7.078 miles.
From junction Main and Howard streets, on Main Street (double track), to West Bridgewater town line.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	11.520 “
MILES RUN, ETC.	
Total number of miles run during the year,	5,287
Total number of passengers carried in the cars,	24,820
Total number of round trips for the year,	311
Number of persons regularly employed by company,	9
Rates of fare,	5 and 10 cents.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Eleven miles and five hundred and twenty thousandths.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Solely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston. Single trolley.

PROPER ADDRESS OF THE COMPANY.

BROCKTON & HOLBROOK STREET RAILWAY COMPANY,
BROCKTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

G. H. Campbell, *President*, Boston, Mass. H. B. Rogers, *Superintendent*, Brockton, Mass. Alfred A. Glasier, *Treasurer*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John P. Morse, Brockton, Mass. Chas. H. Paine, Holbrook, Mass. Geo. T. Wilde, Holbrook, Mass. G. H. Campbell, Boston, Mass. Alfred A. Glasier, Boston, Mass. Allston Burr, Boston, Mass. Horace B. Rogers, Brockton, Mass.

G. H. CAMPBELL,
CHAS. H. PAINE,
JOHN P. MORSE,
ALFRED A. GLASIER,
HORACE B. ROGERS,

*Directors of the Brockton & Holbrook Street
Railway Company.*

ALFRED A. GLASIER,
Treasurer.

HORACE B. ROGERS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 23, 1892. Then personally appeared G. H. Campbell and Alfred A. Glasier, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALLSTON BURR,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 25, 1892. Then personally appeared John P. Morse and Horace B. Rogers, and severally made oath to the truth of the foregoing statement by them subscribed, according to the best of their knowledge and belief.

WARREN A. REED,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 25, 1892. Then personally appeared Charles H. Paine, and made oath to the truth of the foregoing statement by him subscribed, according to the best of his knowledge and belief.

GEORGE T. WILDE,
Justice of the Peace.

REPORT

OF THE

BEVERLY & DANVERS STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[The Beverly & Danvers Street Railway Company owns only its roadway, land and buildings.
The road has not been operated during the past year.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	.	\$12,000 00	
Capital stock authorized by votes of company,		25,000 00	
Capital stock paid (par value of shares, \$100),	.	.	\$12,000 00
Number of stockholders,	.	.	33
DEBT.			
Unfunded debt, as follows:			
Notes,	.	\$12,650 35	
Accounts,	.	185 86	
TOTAL GROSS DEBT,			\$12,836 21
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving,	.	\$4,615 52	
Track, including timber, rails, etc., and laying,		15,786 89	
Interest during construction, commissions,			
discounts, etc.,	.	431 82	
Engineering agencies, salaries and other ex-			
penses during construction,	.	357 67	
TOTAL COST OF CONSTRUCTION,			\$21,191 90
LAND AND BUILDINGS.			
Land owned by company needed in operating road,	.	\$777 00	
Buildings owned by company needed in operating road,	.	2,202 22	
TOTAL COST OF LAND AND BUILDINGS,			\$2,979 22
TOTAL PROPERTY AND ASSETS OF COMPANY,			\$24,171 12
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.			
Extension of tracks,	.	\$1,176 65	
TOTAL ADDITION TO PROPERTY,			\$1,176 65

General Balance Sheet Sept. 30, 1892.										
ASSETS.										
Construction,	.	.	.	.	.	.	.	.	.	\$21,191 90
Land and buildings,	.	.	.	.	.	.	.	.	.	2,979 22
Deficit,	.	.	.	.	.	.	.	.	.	665 09
TOTAL ASSETS,										\$24,836 21
LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$12,000 00.
Unfunded debt,	.	.	.	.	.	.	.	.	.	12,836 21
TOTAL LIABILITIES,										\$24,836 21
DESCRIPTION OF RAILWAY.										
Length of railway owned by company, measured as a single track, exclusive of sidings,										3.09 miles.
Aggregate length of switches, sidings, etc.,										.12 mile.
Total length of track, measured as a single track,										3.21 miles.
Weight of rail per yard, and description of rail : 40 pounds, T.										

PROPER ADDRESS OF THE COMPANY.

BEVERLY & DANVERS STREET RAILWAY COMPANY,

BEVERLY, MASS.

NAME AND RESIDENCE OF OFFICERS.

John I. Baker, *President*, Beverly, Mass. John S. Baker, *Superintendent*, Beverly, Mass. Peter E. Clark, *Treasurer*, Beverly, Mass. John S. Baker, *Clerk of Corporation*, Beverly, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John I. Baker, Beverly, Mass. Peter E. Clark, Beverly, Mass. Samuel J. Foster (resigned). Sidney W. Winslow, Beverly, Mass. Perry Collier, Beverly, Mass. Henry W. Foster.* Calvin Putnam, Danvers, Mass. Gilbert A. Tapley, Danvers, Mass. Charles W. Emerson, Danvers, Mass.

JOHN I. BAKER,
CALVIN PUTNAM,
GILBERT A. TAPLEY,
PETER E. CLARK,
PERRY COLLIER,
*Directors of the Beverly & Danvers Street
Railway Company.*
PETER E. CLARK,
Treasurer.
JOHN S. BAKER,
Superintendent.

* Dead.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 28, 1892. Then personally appeared John I. Baker, Calvin Putnam, Gilbert A. Tapley, Peter E. Clark and Perry Collier, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN S. BAKER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

And at the same date, John S. Baker, superintendent, made oath to the truth of the foregoing statement, according to his best knowledge and belief.

Before me, JOHN I. BAKER,
Justice of the Peace.

REPORT

OF THE

BOSTON & CHELSEA RAILROAD COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[This road is leased to the West End Street Railway Company and is operated by the Lynn & Boston Railroad Company.]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$300,000 00
Capital stock authorized by votes of company,	121,000 00
Capital stock paid (par value of shares, \$50),	\$121,000 00
Number of stockholders,	102
PERMANENT INVESTMENTS.	
RAILWAY.	
TOTAL COST OF CONSTRUCTION,	\$121,000 00
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$121,000 00
REVENUE FOR THE YEAR.	
Received from other railways as tolls or rent,	\$7,260 00
West End Street Railway Company,	\$7,260 00
TOTAL INCOME FROM ALL SOURCES,	\$7,260 00
NET INCOME, DIVIDENDS, ETC.,	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$7,260 00
Dividends declared (6 per cent. for the year),	7,260 00
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$121,000 00
TOTAL ASSETS,	\$121,000 00
LIABILITIES.	
Capital stock	\$121,000 00
TOTAL LIABILITIES,	\$121,000 00

Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
DR.	
To dividends,	\$7,260 00
	\$7,260 00
CR.	
By total income,	\$7,260 00
	\$7,260 00

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	4.116 miles.
Aggregate length of switches, sidings, etc., . . . . .	.038 mile.
Total length of track, measured as single track,	4.154 miles.

PROPER ADDRESS OF THE COMPANY.

BOSTON & CHELSEA RAILROAD COMPANY,
No. 81 MILK STREET, ROOM 41, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Wm. G. Wheildon, *President*, Melrose, Mass. John H. Studley, Jr., *Treasurer and Clerk of Corporation*, Malden, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Wm. G. Wheildon, Melrose, Mass. George M. Brooks, Concord, Mass.
Reuben E. Demmon, Boston, Mass. T. Quincy Browne, Boston, Mass.
Chas. E. Fuller, Boston, Mass. W. W. Wheildon.* Chas. E. Powers.*

W. G. WHEILDON,
REUBEN E. DEMMON,
T. QUINCY BROWNE,
CHARLES E. FULLER,
*Directors of the Boston & Chelsea
Railroad Company.*
JOHN H. STUDLEY, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 9, 1892. Then personally appeared Wm. G. Wheildon, Reuben E. Demmon, T. Quincy Browne, Charles E. Fuller and John H. Studley, Jr., and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALFRED W. CARR,
Justice of the Peace.

* Deceased; vacancies not yet filled.

REPORT

OF THE

BOSTON & REVERE ELECTRIC STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	\$50,000	00	
Capital stock authorized by votes of company,	50,000	00	
Capital stock paid (par value of shares, \$100), . . . . .	.	.	\$50,000 00
Number of stockholders, . . . . .	.	9	
DEBT.			
Funded debt, as follows,			\$25,000 00
Mortgage bonds due Feb. 1, 1910, rate of interest 5 per cent,	\$25,000	00	
Unfunded debt, as follows,			25,596 65
Thomson-Houston Electric Company,	\$25,596	65	
TOTAL GROSS DEBT,			\$50,596 65
Amount of cash assets, viz,			7,631 55
Cash,	\$2,092	13	
Supplies,	295	00	
Debit balances,	5,244	42	
NET DEBT,			\$42,965 10
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving,			\$62,567 86
Track, including timber, rails, etc., and laying, }			
Engineering, agencies, salaries and other expenses during construction,			7,966 00
TOTAL COST OF CONSTRUCTION,			\$70,533 86
EQUIPMENT.			
Cars and other articles of equipment,			\$17,919 79
TOTAL COST OF EQUIPMENT,			\$17,919 79

LAND AND BUILDINGS.	
Land and buildings owned by company needed in operating road,	\$4,901 80
TOTAL COST OF LAND AND BUILDINGS,	\$4,901 80
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$93,355 45
Cash assets,	7,631 55
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$100,987 00
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Other equipment,	\$8,000 00
TOTAL ADDITION TO PROPERTY,	\$8,000 00
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$6,568 90
TOTAL INCOME FROM ALL SOURCES,	\$6,568 90
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$196 83
Repairs of cars,	24 32
Repairs of electrical equipment,	170 27
Supplies,	139 53
Wages and salaries of all persons employed in operating the road,	2,087 16
Hire of power,	1,550 00
Taxes, State and local,	262 12
Office expenses, and all other expenses not included above,	1,744 18
TOTAL EXPENSES OF OPERATING,	\$6,174 41
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$394 49
Interest accrued during the year (coupons paid),	1,250 00
Balance for the year, or deficit,	855 51
Surplus at commencement of year,	1,245 86
TOTAL SURPLUS SEPT. 30, 1892,	\$390 35
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	1
Open cars,	13
Other articles of equipment:	
One tower car, one construction car, extra electrical equipment and sundry supplies.	
Number of box cars fitted with electric motors,	1
Number of open cars fitted with electric motors,	4
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$70,533 86
Equipment,	17,919 79
Land and buildings,	4,901 80
Cash and cash assets,	7,631 55
TOTAL ASSETS,	\$100,987 00

LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$50,000 00
Funded debt,	.	.	.	.	.	.	.	.	.	25,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	.	25,596 65
Surplus,	.	.	.	.	.	.	.	.	.	390 35
TOTAL LIABILITIES,										\$100,987 00
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.										
Dr.										
To expenses,	.	.	.	.	.	.	.	.	.	\$6,174 41
interest,	.	.	.	.	.	.	.	.	.	1,250 00
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	.	390 35
										\$7,814 76
Cr.										
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	.	\$1,245 86
total income,	.	.	.	.	.	.	.	.	.	6,568 90
										\$7,814 76
DESCRIPTION OF RAILWAY.										
Length of railway owned by company, measured as a single track, exclusive of sidings,										3.80 miles.
Aggregate length of switches, sidings, etc.,										.43 mile.
Total length of track, measured as single track,										4.23 miles.
Total length of track paved,										.83 mile.
Weight of rail per yard, and description of rail: T rail; 56 pounds.										
Description of the several lines or routes operated by the company:										
From Centennial Avenue, Crescent Beach, to Winthrop Junction; from Centennial Avenue to Ocean Pier. Not operated this season. (Operated only during the summer months.)										
Total length of railway, measured as single track, not including sidings, etc., operated by this company,										3.80 miles.
MILES RUN, ETC.										
Total number of miles run during the year,										15,232
Total number of passengers carried in the cars,										133,318
Total number of round trips for the year,										4,352
Number of persons regularly employed by company,										9
Rates of fare,										5 cents.

LIST OF ACCIDENTS.							
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Passengers,	-	-	-	-	-		1
Employees,	-	-	-	-	-		-
Others,	-	-	-	-	-		-

STATEMENT OF EACH ACCIDENT.

July 13, 1892. A man fell from the 5.45 car from Crescent Beach. No bones were broken and injuries were trifling.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? One and three-fourths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. By electricity only.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston; overhead system; single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Twelve miles per hour.

PROPER ADDRESS OF THE COMPANY.

BOSTON & REVERE ELECTRIC STREET RAILWAY COMPANY,
No. 82 DEVONSHIRE SEREET, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Washington G. Benedict, *President and Manager*, Boston, Mass. E. I. Garfield, *Treasurer and Clerk of Corporation*, Lexington, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

C. A. Coffin, Lynn, Mass. B. F. Peach, Jr., Lynn, Mass. Washington G. Benedict, Boston, Mass. Eugene Griffin, Boston, Mass. N. M. Jewett, Boston, Mass. E. I. Garfield, Lexington, Mass.

WASHINGTON G. BENEDICT,
BENJ. F. PEACH, JR.,
E. I. GARFIELD,
C. A. COFFIN,

*Directors of the Boston & Revere Electric Street
Railway Company.*

E. I. GARFIELD,
Treasurer.

WASHINGTON G. BENEDICT,
President and Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 26, 1892. Then personally appeared Washington G. Benedict, Benj. F. Peach, Jr., E. I. Garfield and C. A. Coffin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SIMON G. CROSWELL,
Justice of the Peace.

REPORT
OF THE
BLACK ROCKS & SALISBURY BEACH STREET RAILWAY
COMPANY,

FOR THE PERIOD ENDING JULY 14, 1892.

[The Black Rocks & Salisbury Beach Street Railway Company was sold to the Haverhill & Amesbury Street Railway Company on July 14, 1892, and all assets and liabilities were assumed by that company on that day.]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$125,000 00
Capital stock authorized by votes of company, . . .	125,000 00
Capital stock paid (par value of shares, \$100), . . .	\$125,000 00
Number of stockholders,	30
DEBT.	
Funded debt, as follows :	
Mortgage bonds due 1911, rate of interest 5 per cent., . . .	\$125,000 00
Unfunded debt, as follows :	
Notes and bills payable,	51,143 74
TOTAL GROSS DEBT,	\$176,143 74
Amount of cash assets, viz. :	
Debit balances,	3,026 57
NET DEBT,	\$173,117 17
PERMANENT INVESTMENTS.	
RAILWAY.	
Grading and paving, }	\$84,247 28
Track, including timber, rails, etc., and laying, . . . }	
Overhead construction,	12,105 88
Interest during construction, commissions, discounts, etc., . . .	2,409 09
Engineering, agencies, salaries and other expenses during construction,	1,449 29
Plum Island Street Railway, purchased for . . . \$100,991 85 }	101,991 85
Paid for bond, 1,000 00 }	
TOTAL COST OF CONSTRUCTION,	\$202,203 39
EQUIPMENT.	
Horses,	\$11,000 00
Cars,	29,493 52
Other articles of equipment,	8,572 38
TOTAL COST OF EQUIPMENT,	\$49,065 90

LAND AND BUILDINGS.	
Land owned by company needed in operating road, . . .	\$15,000 00
Buildings owned by company needed in operating road, . . .	16,753 52
TOTAL COST OF LAND AND BUILDINGS,	\$31,753 52
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$283,022 81
Cash assets,	3,026 57
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$286,049 38
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (changing from horse power to electric),	\$6,593 61
New cars (changing from horse to electric, number, 1), . .	4,473 16
Addition cost of Plum Island Street Railway,	1,000 00
Land and buildings,	108 31
TOTAL ADDITION TO PROPERTY,	\$12,175 08
Property sold or reduced in valuation on the books, viz. :	
Ten horses,	481 00
NET ADDITION TO PROPERTY FOR THE YEAR,	\$11,694 08
REVENUE FOR THE PERIOD FROM OCT. 1, 1891, TO JULY 14, 1892.	
Received from passengers on railways operated by this company,	\$13,693 66
Received from sales of manure,	217 50
Income from other sources (rents),	1,922 20
TOTAL INCOME FROM ALL SOURCES,	\$15,833 36
EXPENSES OF OPERATING FOR THE PERIOD.	
Repairs of road-bed and track,	\$654 00
Repairs of cars and other vehicles, harness and horse-shoeing,	774 12
Wages and salaries of all other persons employed in operating the road,	5,245 55
Electric power,	498 00
Provender,	4,482 96
Taxes, State and local,	2,501 22
Rents,	516 50
Insurance,	314 37
Office expenses and all other expenses not included above, .	3,052 18
TOTAL EXPENSES OF OPERATING,	\$18,038 90
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET DEFICIT,	\$2,205 54
Interest accrued during the year,	7,701 46
Dividends declared (6 per cent. for the year),	7,500 00
Balance for the year, or deficit,	17,407 00
Surplus at commencement of year,	11,594 62
Deduct commissions, interest and general loss on sale of bonds,	9,281 98
Surplus at commencement of year, as changed by aforesaid entries,	2,312 64
TOTAL DEFICIT JULY 14, 1892,	\$15,094 36

INVENTORY OF EQUIPMENT JULY 14, 1892.

Box cars,	9
Open cars,	28
Horses,	70
Harnesses (pairs of),	35
Other articles of equipment:	
Two Baldwin motors, 1 locomotive, hand cars, 2 baggage cars, wagons, track tools, armatures and electric supplies.	
Number of box cars fitted with electric motors,	1
Number of open cars fitted with electric motors,	2

General Balance Sheet July 14, 1892.

ASSETS.

ASSETS.										
Construction,	.	.	.	.	.	.	.	.	.	\$202,203 39
Equipment,	.	.	.	.	.	.	.	.	.	49,065 90
Land and buildings,	.	.	.	.	.	.	.	.	.	31,753 52
Cash and cash assets,	.	.	.	.	.	.	.	.	.	3,026 57
Deficit,	.	.	.	.	.	.	.	.	.	15,094 36
TOTAL ASSETS,										\$301,143 74

LIABILITIES.

LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$125,000 00
Funded debt,	.	.	.	.	.	.	.	.	.	125,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	.	51,143 74
TOTAL LIABILITIES,										\$301,143 74

Copy of Profit and Loss Account for the Period ending
July 14, 1892.

DR.

To expenses,	.	.	.	.	.	.	.	.	.	.	\$18,038	90
interest,	.	.	.	.	.	.	.	.	.	.	7,701	46
dividends,	.	.	.	.	.	.	.	.	.	.	7,500	00
commissions, interest and general loss on bonds,	.	.									9,281	98
											\$42,522	34

CR.

By balance Sept. 30, 1891,	.	.	.	.	.	.	.	\$11,594	62
total income,	.	.	.	.	.	.	.	15,833	36
deficit carried forward July 14, 1892,	.	.	.	.	.	.	.	15,094	36
								<hr/>	
								\$42,522	34

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	21 miles.
Aggregate length of switches, sidings, etc., . . . . .	.40 mile.
Total length of track measured as single track,	21.40 miles.
Total length of track paved,	2.25 "
Weight of rail per yard, and description of rail: 35 and 40 pounds, T and Johnson.	

Description of the several lines or routes operated by the company:	
Commencing at Plum Island point, thence through Plum Island turnpike to Newburyport, through Water, Fair, Liberty and Merrimack streets in Newburyport, across Merrimack River to Salisbury and Salisbury Beach, thence along Salisbury Beach, from New Hampshire line, to Black Rocks; also, from Salisbury to Amesbury and from Salisbury to Seabrook in New Hampshire.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	21 miles.
MILES RUN, ETC.	
Total number of miles run during the period ending July 14, .	60,000
Total number of passengers carried in the cars,	228,241
Total number of round trips for the period,	5,800
Number of persons regularly employed by company,	13
Rates of fare,	5, 10, 15, 20 cts.

PROPER ADDRESS OF THE COMPANY.

BLACK ROCKS & SALISBURY BEACH STREET RAILWAY COMPANY,
NEWBURYPORT, MASS.

NAME AND RESIDENCE OF OFFICERS.

E. P. Shaw, *President*, Newburyport, Mass. Frank Stark, *Superintendent*, Salisbury, Mass. Geo. Tilton, *Treasurer*, Newburyport, Mass. Chas. H. Brown, *Clerk of Corporation*, Newburyport, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. P. Shaw, Newburyport, Mass. J. Frank Tilton, Newburyport, Mass. Chas. H. Brown, Newburyport, Mass. Geo. Tilton, Newburyport, Mass. W. B. Ferguson, Malden, Mass.

EDWARD P. SHAW,
GEORGE TILTON,
CHAS. H. BROWN,
Directors.
GEORGE TILTON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. NEWBURYPORT, MASS., Nov. 16, 1892. Then personally appeared Edward P. Shaw, George Tilton and Chas. H. Brown, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM F. HOUSTON,
Justice of the Peace.

REPORT

OF THE

COTTAGE CITY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$25,000 00	
Capital stock authorized by votes of company,	25,000 00	
Capital stock paid (par value of shares, \$100), . . . . .	. . . . .	\$25,000 00
Number of stockholders, . . . . .	. . . . . 7	
DEBT.		
Unfunded debt, as follows:		
Notes payable,	\$34,866 00	
TOTAL GROSS DEBT,		\$34,866 00
Amount of cash assets, viz.:		
Cash,		1,746 45
NET DEBT,		\$33,119 55
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$50,041 00
EQUIPMENT.		
Cars,		\$6,175 00
Other articles of equipment,		450 00
TOTAL COST OF EQUIPMENT,		\$6,625 00
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$1,000 00
Buildings owned by company needed in operating road,		2,200 00
TOTAL COST OF LAND AND BUILDINGS,		\$3,200 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$59,866 00
Cash assets,		1,746 45
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$61,612 45

Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
Dr.	
To expenses,	\$3,043 11
balance carried forward Sept. 30, 1892,	1,746 45
	\$4,789 56
Cr.	
By balance Sept. 30, 1891,	\$228 47
total income,	4,561 09
	\$4,789 56
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	4.38 miles.
Aggregate length of switches, sidings, etc., . . . . .	.32 mile.
Total length of track, measured as single track,	4.70 miles.
Total length of track paved,	3.75 “
Weight of rail per yard, and description of rail: 35 and 25 pounds.	
Description of the several lines or routes operated by the company:	
Beginning at New York wharf, so called, thence through New York, Lake and Sea View avenues, and through Waban and Nashawenna parks and Circuit Avenue, to Lagoon Heights, so called; beginning at the Highland wharf, through Commercial, New York and Siloam avenues, and Trinity Park to camp ground, so called.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	4.38 miles.
MILES RUN, ETC.	
Total number of miles run from June 15 to September 15,	41,584
Total number of passengers carried in the cars from June 15 to September 15,	87,483
Total number of round trips from June 15 to September 15,	9,241
Number of persons regularly employed by company,	24
Rates of fare,	5 cents.

PROPER ADDRESS OF THE COMPANY.

COTTAGE CITY STREET RAILWAY COMPANY,

COTTAGE CITY, MASS.

NAME AND RESIDENCE OF OFFICERS.

W. C. Van Derlip, *President*, Cottage City, Mass. E. G. Eldridge, *Treasurer and Clerk of Corporation*, Cottage City, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

W. C. Van Derlip, Cottage City, Mass. W. A. Boland, Lynn, Mass.
 George J. Carr, Lynn, Mass. W. B. Ferguson, Malden, Mass. E. P. Shaw,
 Newburyport, Mass. E. G. Eldridge, Cottage City, Mass. Geo. S. Stud-
 well, Brooklyn, N. Y.

W. C. VAN DERLIP,
 H. J. GREENE,
 E. G. ELDRIDGE,
 E. P. SHAW,
 W. A. BOLAND,
 W. B. FERGUSON,
 G. S. STUDWELL,

*Directors of the Cottage City Street
 Railway Company.*

HAMILTON J. GREENE,
Treasurer.

E. G. ELDRIDGE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

DUKES COUNTY, ss. Nov. 2, 1892. Then personally appeared W. C. Van
 Derlip, H. J. Greene, E. G. Eldridge and W. A. Boland, and severally made
 oath to the truth of the foregoing statement by them subscribed, according
 to their best knowledge and belief.

H. N. PEASE,
Justice of the Peace.

REPORT
OF THE
EAST MIDDLESEX STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	\$300,000	00	
Capital stock authorized by votes of company,	300,000	00	
Capital stock paid (par value of shares, \$100), . . . . .	.	.	\$200,000 00
Number of stockholders, . . . . .	.	54	
DEBT.			
Funded debt, as follows, . . . . .	.	.	225,000 00
Plain bonds (rate of interest, 6 per cent.),	\$125,000	00	
Plain bonds (rate of interest, 5 per cent.),	100,000	00	
Unfunded debt, as follows, . . . . .	.	.	42,179 64
Notes payable,	\$20,500	00	
Sundry open accounts,	21,679	46	
TOTAL GROSS DEBT, . . . . .	.	.	267,179 64
Amount of cash assets, viz., . . . . .	.	.	6,975 31
Cash,	\$1,552	81	
Supplies,	2,349	54	
Debit balances,	3,072	96	
NET DEBT, . . . . .	.	.	\$260,204 33
PERMANENT INVESTMENTS.			
RAILWAY.			
TOTAL COST OF CONSTRUCTION, . . . . .	.	.	\$316,513 64
EQUIPMENT.			
Horses, . . . . .	.	.	\$28,320 52
Cars, . . . . .	.	.	45,869 00
Other articles of equipment, . . . . .	.	.	12,495 82
TOTAL COST OF EQUIPMENT, . . . . .	.	.	\$86,685 34
LAND AND BUILDINGS.			
Land owned by company needed in operating road, . . . . .	.	.	\$13,664 29
Buildings owned by company needed in operating road, . . . . .	.	.	44,997 82
TOTAL COST OF LAND AND BUILDINGS, . . . . .	.	.	\$58,662 11
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .	.	.	\$461,861 09
Cash assets, . . . . .	.	.	6,975 31
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .	.	.	\$468,836 40

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (new construction),	\$75,182 81
New cars,	2,422 60
Other equipment,	110 45
TOTAL ADDITION TO PROPERTY,	\$77,715 86
Property sold or reduced in valuation on the books, viz , . .	5,649 25
Horses sold, \$1,290 34	
Horses charged off, 4,358 91	
NET ADDITION TO PROPERTY FOR THE YEAR,	\$72,066 61
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$101,401 39
Received from other railways as tolls or rent,	219 99
West End Street Railway Company, \$219 99	
Received from sales of manure,	783 14
TOTAL EARNINGS,	\$102,836 52
Income from other sources,	432 00
Rent of buildings, \$280 00	
Advertising in cars, 152 00	
TOTAL INCOME FROM ALL SOURCES,	\$102,404 52
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$9,999 65
Repairs of cars and other vehicles, harness and horse-shoeing, . .	5,682 10
Repairs of buildings,	585 54
Renewal of horses,	4,358 91
Wages and salaries of president, treasurer, superintendent and their clerks,	3,374 82
Wages and salaries of all other persons employed in operating the road,	35,933 05
Provender,	16,964 48
Taxes, State and local,	3,009 24
Rent and tolls paid other companies for use of their roads, . .	2,328 38
Insurance,	2,692 68
Damages for injuries to persons and property,	84 71
Office expenses, and all other expenses not included above, . .	6,122 60
TOTAL EXPENSES OF OPERATING,	\$91,136 16
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$11,700 36
Interest accrued during the year,	11,406 98
Balance for the year, or surplus,	293 38
Surplus at commencement of year, \$5,490 87	
Deduct:	
Discount on sale of bonds, \$4,000 00	
Uncollectible account, 127 49	
	4,127 49
TOTAL SURPLUS SEPT. 30, 1892,	\$1,656 76
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	19
Open cars,	30
Horses,	185

Harnesses (pairs of),	51
Sleighs,	2
Sleigh (double),	1
Other articles of equipment:	
Five snow-ploughs, 4 levellers, 2 heavy wagons, 3 light wagons, 1 buggy, 5 sleds, 4 heavy and 3 light harnesses.	
Number of box cars fitted with electric motors, . . .	4
Number of open cars fitted with electric motors, . . .	5

General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$316,513 64
Equipment,	86,685 34
Land and buildings,	58,662 11
Cash and cash assets,	6,975 31
TOTAL ASSETS,	\$468,836 40
LIABILITIES.	
Capital stock,	\$200,000 00
Funded debt,	225,000 00
Unfunded debt,	42,179 64
Surplus,	1,656 76
TOTAL LIABILITIES,	\$468,836 40

Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
DR.	
To expenses,	\$91,136 16
interest,	11,406 98
balance carried forward Sept. 30, 1892,	1,656 76
	\$104,199 90
CR.	
By balance Sept. 30, 1891,	\$1,363 38
total income,	102,836 52
	\$104,199 90

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	16.50 miles.
Aggregate length of switches, sidings, etc.,	1 81 “
Total length of track, measured as single track,	18.31 “
Description of the several lines or routes operated by the company:	
From the common in Woburn, through Main and Salem streets, Pine, Orange and Central streets, Montvale Avenue and Main Street to Stoneham Square; thence by way of Franklin, Green and Main streets, through Melrose to Malden Square; thence, by way of Ferry and Chelsea streets and Everett Avenue, through Broadway Square, Chelsea.	

Description of the several lines or routes — <i>Concluded.</i>	
From Western Division depot, Boston & Maine Railroad, Malden, by way of Pleasant, Salem, Beach, Lawrence and Salem streets, Malden, and Revere Street and Lincoln Avenue in Saugus, to a junction with the Lynn & Boston Railroad at Cliftdale (Saugus).	
From corner Beach and Lawrence streets, in Malden, to Revere Beach.	
From Western Division depot, Boston & Maine Railroad, in Malden, to a point in front of City Hall in same street on track of the West End Street Railway Company, .	4.15 miles.
From junction of Broadway and Beach streets, in Revere, to the beach, on tracks of Lynn & Boston Railroad Company.	
From Ferry and Belmont streets, in Everett, on track of the West End Street Railway Company.	
From junction of Ferry and Chelsea streets, in Everett, to Broadway Square, in Chelsea, on tracks of Lynn & Boston Railroad Company.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	20.65 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	325,579
Total number of passengers carried in the cars,	1,859,267
Total number of round trips for the year,	31,284
Number of persons regularly employed by company,	67
Rates of fare,	5, 8 and 10 cts.
Between Woburn and Melrose Highlands, 5 cents. Melrose to Stoneham, 5 cents; through, 10 cents. Between Melrose Highlands, local, 5 cents; through, 10 cents. Between Malden and Cliftdale, local, 5 cents; through, 8 cents. Between Malden and Revere Beach, local, 5 cents; through, 10 cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	2	-	4
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

Man jumped from car while it was in motion; hurt his knee.

Woman fell from car while at full stop; hurt her knee, and damaged clothing.

Man sustained bruised leg; caused by breaking of whiffletree harness.

Woman injured by brake-ratchet becoming loose by key working out.

Several other accidents have occurred to passengers during the year where no claim for damage was made, such being the result of carelessness of passengers.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Six.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston Electric Company.

Number of miles of track for electric railway under construction Sept. 30, 1892. Four.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Seven and one-half miles.

PROPER ADDRESS OF THE COMPANY.

EAST MIDDLESEX STREET RAILWAY COMPANY,

35 CONGRESS STREET, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. Wesley Wentworth, *Superintendent*, Malden, Mass. David H. Sweetser, *Treasurer and Clerk of Corporation*, Lynn, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Amos F. Breed, Lynn, Mass. Philip A. Chase, Lynn, Mass. David H. Sweetser, Lynn, Mass. Lyman Dike, Stoneham, Mass. Benjamin Hinckley, Woburn, Mass. Elwin C. Foster, Revere, Mass. Frank H. Monks, Brookline, Mass. John S. Bartlett, Lynn, Mass. Charles H. Newhall, Lynn, Mass.

A. F. BREED,
BENJ. HINCKLEY,
D. H. SWEETSER,
CHARLES H. NEWHALL,
PHILIP A. CHASE,

Directors of the East Middlesex Street Railway Company.

D. H. SWEETSER,
Treasurer.

WESLEY WENTWORTH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 8, 1892. Then personally appeared A. F. Breed, Benjamin Hinckley, D. H. Sweetser, Charles H. Newhall, Philip A. Chase and Wesley Wentworth, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM H. HART,
Justice of the Peace.

REPORT

OF THE

EAST SIDE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	\$45,000 00		
Capital stock authorized by votes of company,	45,000 00		
Capital stock paid (par value of shares, \$100), . . . . .	. . . . .	\$45,000 00	
Number of stockholders, . . . . .	. . . . . 110		
DEBT.			
Funded debt, as follows, . . . . .	. . . . .	\$30,000 00	
Bonds due July 1, 1910, rate of interest 5 per cent.,	\$30,000 00		
Unfunded debt, as follows, . . . . .	. . . . .	100,310 51	
Notes payable,	\$85,000 00		
Suspense notes payable, with interest,	8,306 96		
Accrued interest,	900 47		
Accounts payable,	6,103 08		
TOTAL GROSS DEBT, . . . . .	. . . . .	\$130,310 51	
Amount of cash assets, viz., . . . . .	. . . . .	53,402 82	
Cash,	\$3,619 22		
Supplies,	1,601 87		
Suspense,*	8,306 96		
Debit balances,	39,874 77		
NET DEBT, . . . . .	. . . . .	\$76,907 69	
PERMANENT INVESTMENTS.			
RAILWAY.			
Steam plant, . . . . .	. . . . .	\$6,692 32	
Track, including timber, rails, etc., and laying, . . . . .	. . . . .	48,365 93	
Interest during construction, commissions, discounts, etc., . . . . .	. . . . .	3,098 45	
Engineering, agencies, salaries, and other expenses during construction, . . . . .	. . . . .	6,849 08	
Overhead wires, poles, etc., . . . . .	. . . . .	12,583 98	
TOTAL COST OF CONSTRUCTION, . . . . .	. . . . .	\$77,589 76	

* Amount paid on claims for damages in collision with Old Colony Railroad train under an agreement with that road for future settlement.

EQUIPMENT.	
Cars,	\$6,776 13
Other articles of equipment,	28,652 30
TOTAL COST OF EQUIPMENT,	\$35,428 43
LAND AND BUILDINGS.	
Land owned by company needed in operating road, . .	\$300 00
Buildings owned by company needed in operating road, .	4,155 34
TOTAL COST OF LAND AND BUILDINGS,	\$4,455 34
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . .	\$117,473 53
Cash assets,	53,402 82
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$170,876 35
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Other equipment,	\$1,048 56
Land and buildings,	158 73
TOTAL ADDITION TO PROPERTY,	\$1,207 29
Property sold or reduced in valuation on the books, viz , .	3,160 16
Track material,	\$1,960 16
Engine,	1,200 00
DECREASE IN PROPERTY FOR THE YEAR,	\$1,952 87
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$24,324 45
Income from other sources,	408 92
Advertising privilege,	\$57 62
Rents,	343 80
Other sources,	7 50
TOTAL INCOME FROM ALL SOURCES,	\$24,733 37
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$1,535 40
Repairs of cars and other vehicles, harness and horse-shoeing, .	3,932 81
Repairs of buildings,	41 50
Wages and salaries of president, treasurer, superintendent and their clerks,	817 27
Wages and salaries of all other persons employed in operating the road,	8,664 92
Taxes, State and local,	147 64
Rent and tolls paid other companies for use of their roads :	
Brockton Street Railway Company,	124 82
Electric motive power,	3,486 70
Insurance,	258 09
Repairs of overhead lines,	216 53
Damages for injuries to persons and property,	405 58
Office expenses and all other expenses not included above, .	2,786 33
TOTAL EXPENSES OF OPERATING,	\$22,417 59

NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, .	\$2,315 78
Interest accrued during the year,	3,816 88
Balance for the year, or deficit,	1,501 10
Deficit at commencement of year, \$1,631 04	
Deduct: prior accounts, 1,302 02	
Deficit at commencement of year, as changed by aforesaid entries,	2,933 06
TOTAL DEFICIT SEPT. 30, 1892,	\$4,434 16
IVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	5
Open cars,	4
Other articles of equipment:	
One snow-plough, 1 snow-sled, 2 end-ploughs, 4 set scrapers, 12 registers, 7 head-lights, 15 motors, 1 generator.	
Number of box cars fitted with electric motors, . . .	5
Number of open cars fitted with electric motors, . . .	4
Number of electric snow-ploughs,	1
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$77,589 76
Equipment,	35,428 43
Land and buildings,	4,455 34
Cash and cash assets,	53,402 82
Deficit,	4,434 16
TOTAL ASSETS,	\$175,310 51
LIABILITIES.	
Capital stock,	\$45,000 00
Funded debt,	30,000 00
Unfunded debt,	100,310 51
TOTAL LIABILITIES,	\$175,310 51
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
DR.	
To balance Sept. 30, 1891,.	\$1,631 04
expenses,	22,417 59
interest,	3,816 88
prior accounts,	1,302 02
	\$29,167 53
CR.	
By total income,	\$24,733 37
balance carried forward Sept. 30, 1892,	4,434 16
	\$29,167 53

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	6.4 miles.
Aggregate length of switches, sidings, etc., . . . . .	.2 mile.
Total length of track, measured as single track,	6.6 miles.
Total length of track paved,	5 "
Weight of rail per yard, and description of rail: T rail: 40 and 45 pounds per yard.	
Description of the several lines or routes operated by the company :	
From Main on Centre Street to Court, through Court to Carey, through Carey to Centre, through Centre to Quincy, through Quincy to Crescent Street.	
From Whitman town line westerly on Crescent to Main Street, Brockton.	
From Centre Street northerly on Montello to Elliott Street.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	6.4 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	102,669
Total number of passengers carried in the cars,	522,219
Total number of round trips for the year,	19,556
Number of persons regularly employed by company,	18
Rates of fare,	5 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

April 7, 1892. — Woman attempted to leave a moving car, fell but was not seriously injured.

August 20. — An intoxicated man attempted to leave a moving car and fell; injured about the head.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Four and one-half miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse cars? Solely by electric power.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Single trolley. Thomson-Houston system.

Name of system, or, if storage batteries are to be used, the name of the storage battery? Thomson-Houston. Single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse cars. Eight miles per hour.

PROPER ADDRESS OF THE COMPANY.

EAST SIDE STREET RAILWAY COMPANY,
BROCKTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

A. C. Thompson, *President*, Brockton, Mass. H. B. Rogers, *General Manager*, Brockton, Mass. Alfred A. Glasier, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

A. C. Thompson, Brockton, Mass. Geo. H. Campbell, Boston, Mass. W. C. Flagg, Brockton, Mass. H. B. Rogers, Brockton, Mass. Alfred A. Glasier, Boston, Mass. Allston Burr, Boston, Mass. Geo. W. Mansfield, Melrose, Mass.

A. C. THOMPSON,
W. C. FLAGG,
HORACE B. ROGERS,
ALFRED A. GLASIER,
G. H. CAMPBELL,
ALLSTON BURR,
*Directors of the East Side Street
Railway Company.*
ALFRED A. GLASIER,
Treasurer.
HORACE B. ROGERS,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, Nov. 2, 1892. Then personally appeared A. C. Thompson, W. C. Flagg and Horace B. Rogers, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HARRY W. FLAGG,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 3, 1892. Personally appeared the above-named Alfred A. Glasier, G. H. Campbell and Allston Burr, and made oath that the foregoing statement by them subscribed is true, to the best of their knowledge and belief.

Before me,

ROBT. P. CLAPP,
Justice of the Peace.

REPORT

OF THE

EAST WAREHAM, ONSET BAY & POINT INDEPENDENCE
STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$26,000 00	
Capital stock authorized by votes of company,	21,500 00	
Capital stock paid (par value of shares, \$100),	.	\$20,600 00
Number of stockholders,	49	
Amount of cash assets, viz :		
Cash,		1,683 73
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	}	\$13,373 33
Track, including timber, rails, etc., and laying,		
Engineering, agencies, salaries and other expenses during construction,		478 30
TOTAL COST OF CONSTRUCTION,		\$13,851 63
EQUIPMENT.		
Horses,		\$1,115 00
Cars,		4,549 60
Other articles of equipment,		688 04
TOTAL COST OF EQUIPMENT,		\$6,352 64
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$25 00
Buildings owned by company needed in operating road,		1,589 85
TOTAL COST OF LAND AND BUILDINGS,		\$1,614 85
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$21,819 12
Cash assets,		1,683 73
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$23,502 85

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New horses (number, 7),	\$735 00
Other equipment,	85 00
TOTAL ADDITION TO PROPERTY,	
Property sold or reduced in valuation on the books, viz., .	\$820 00
Horses sold,	705 00
Horses sold,	\$255 00
Depreciation on horses and equipment,	450 00
NET ADDITION TO PROPERTY FOR THE YEAR,	
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$4,552 95
Received from mails and express,	371 66
Received from sales of manure,	16 25
TOTAL EARNINGS,	
Income from other sources:	\$4,940 86
Baggage and freighting,	\$2,432 76
TOTAL INCOME FROM ALL SOURCES,	
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$100 93
Repairs of road and other vehicles, harness and horse-shoeing,	576 75
Repairs of buildings,	69 20
Wages and salaries of president, treasurer, superintendent and their clerks,	320 87
Wages and salaries of all other persons employed in operating the road,	2,478 91
Provender,	1,093 52
Taxes, State and local,	151 18
Insurance,	168 50
Damages for injuries to property,	165 75
Office expenses, and all other expenses not included above,	602 23
TOTAL EXPENSES OF OPERATING,	
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,645 78
Dividends declared (4 per cent. for the year on \$20,500),	820 00
Balance for the year, or surplus,	825 78
Surplus at commencement of year,	\$2,527 07
Deduct: depreciation,	450 00
Surplus at commencement of year, as changed by aforesaid entries,	2,077 07
TOTAL SURPLUS SEPT. 30, 1892,	
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	8
Open cars,	6
Horses,	15
Harnesses (pairs of),	11
Omnibus,	1
Other articles of equipment:	
Three express wagons, 1 farm wagon, 1 democrat wagon, 1 tip cart, 1 lumber gear, 1 sand car, 2 Baldwin motors.	

General Balance Sheet Sept. 30, 1892.									
ASSETS.									
Construction,	.	.	.	.	.	.	.	.	\$13,851 63
Equipment,	.	.	.	.	.	.	.	.	6,352 64
Land and buildings,	.	.	.	.	.	.	.	.	1,614 85
Cash and cash assets,	.	.	.	.	.	.	.	.	1,683 73
TOTAL ASSETS,									\$23,502 85
LIABILITIES.									
Capital stock,	.	.	.	.	.	.	.	.	\$20,600 00
Surplus,	.	.	.	.	.	.	.	.	2,902 85
TOTAL LIABILITIES,									\$23,502 85
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.									
DR.									
To expenses,	.	.	.	.	.	.	.	.	\$5,727 84
dividends,	.	.	.	.	.	.	.	.	820 00
depreciation,	.	.	.	.	.	.	.	.	450 00
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	2,902 85
									\$9,900 69
CR.									
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	\$2,527 07
total income,	.	.	.	.	.	.	.	.	7,373 62
									\$9,900 69
DESCRIPTION OF RAILWAY.									
Length of railway owned by company, measured as a single track, exclusive of sidings,									2.014 miles.
Aggregate length of switches, sidings, etc.,									.765 mile.
Total length of track, measured as single track,									2.779 miles.
Weight of rail per yard, and description of rail: 25 and 35 pounds, T rail.									
Description of the several lines or routes operated by the company:									
From Onset junction station, on land of Old Colony Railroad Company, thence through town road, thence through Onset Avenue, to Point Independence bridge, and from Onset Avenue, through West Central Avenue to Shell Point.									
Total length of railway, measured as single track, not including sidings, etc., operated by this company,									2.014 miles.
MILES, RUN, ETC.									
Total number of miles run during the year,									8,296
Total number of passengers carried in the cars,									50,719
Total number of round trips for the year,									2,060
Number of persons regularly employed by company,									9
Rates of fare,									5 and 10 cents.

PROPER ADDRESS OF THE COMPANY.

EAST WAREHAM, ONSET BAY & POINT INDEPENDENCE
STREET RAILWAY COMPANY.

EAST WAREHAM, MASS.

NAME AND RESIDENCE OF OFFICERS.

T. B. Griffith, *President*, Onset, Mass. F. R. F. Harrison, *Superintendent*, Onset, Mass. I. B. Eldridge, *Treasurer*, East Wareham, Mass. Benj. F. Gibbs, *Clerk of Corporation*, East Wareham, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Thomas B. Griffith, Onset, Mass. Benj. F. Gibbs, East Wareham, Mass. Isaac B. Eldridge, East Wareham, Mass. Hardy Smith, Onset, Mass. Kies Doane, Onset, Mass. Alfred W. Wilcox, Worcester, Mass. William F. Nye, Fairhaven, Mass. C. F. Howard, Foxborough, Mass. Nathan P. Gibbs, East Wareham, Mass.

THOS. B. GRIFFITH,
CHARLES F. HOWARD,
KIES DOANE,
ALFRED W. WILCOX,
HARDY SMITH,
NATHAN P. GIBBS,
WILLIAM F. NYE,
I. B. ELDRIDGE,

*Directors of the East Wareham, Onset Bay & Point
Independence Street Railway Company.*

I. B. ELDRIDGE,
Treasurer.

THOS. B. GRIFFITH,
General Manager.

F. R. F. HARRISON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Oct. 24, 1892. Then personally appeared Thos. B. Griffith, Charles F. Howard, Kies Doane, A. W. Wilcox, Hardy Smith, Nathan P. Gibbs, Wm. F. Nye and I. B. Eldridge, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

BENJAMIN F. GIBBS,
Justice of the Peace.

REPORT

OF THE

ESSEX ELECTRIC STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$50,000 00	
Capital stock authorized by votes of company, . . .	50,000 00	
Capital stock paid (par value of shares, \$100), . . .	. . .	\$50,000 00
Number of stockholders, . . . . .	. . . 25	
DEBT.		
Funded debt, as follows :		
Mortgage bonds due 1911, rate of interest, 6 per cent., . . .		\$100,000 00
Unfunded debt, as follows,		51,375 17
Notes payable,	\$44,000 00	
Bills payable,	7,375 17	
TOTAL GROSS DEBT,		\$151,375 17
Amount of cash assets, viz.,		704 49
Cash,	\$420 50	
Debit balances,	283 99	
NET DEBT,		\$150,670 68
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$65,988 49
EQUIPMENT.		
Horses,		\$4,262 54
Cars,		18,398 99
Other articles of equipment,		63,133 55
TOTAL COST OF EQUIPMENT,		\$85,795 08
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . .		\$10,000 00
Buildings owned by company needed in operating road, . . .		20,463 57
TOTAL COST OF LAND AND BUILDINGS,		\$30,463 57

TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$182,247 14
Cash assets,	704 49
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$182,951 63
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks,	\$508 17
Other equipment,	4,273 91
Land and buildings,	46 08
TOTAL ADDITION TO PROPERTY,	\$4,828 16
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$18,688 95
Received from sales of manure,	83 99
TOTAL EARNINGS,	\$18,772 94
Income from other sources,	1,214 97
TOTAL INCOME FROM ALL SOURCES,	\$19,987 91
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$213 33
Repairs of cars and other vehicles, harness and horse-shoeing,	1,992 44
Repairs of buildings,	54 77
Wages and salaries of president, treasurer, superintendent and their clerks,	385 00
Wages and salaries of all other persons employed in operating the road,	11,470 14
Provyender,	1,653 77
Taxes, State and local,	785 54
Insurance,	943 66
Damages for injuries to persons and property,	416 00
Office expenses and all other expenses not included above,	1,853 51
TOTAL EXPENSES OF OPERATING,	\$19,768 16
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$219 75
Interest accrued during the year,	6,756 56
Balance for the year, or deficit,	6,536 81
Deficit at commencement of year,	11,886 73
TOTAL DEFICIT SEPT. 30, 1892,	\$18,423 54
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	8
Open cars,	12
Horses,	28
Harnesses (pairs of),	16
Sleighs,	2
Other articles of equipment:	
One double team, 1 single team, 1 tip cart, 1 tower wagon, electric plant, electric motors, tools, registers.	
Number of box cars fitted with electric motors,	6
Number of open cars fitted with electric motors,	4

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Four.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Electricity and horses.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Pierce Brothers; single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Six miles per hour.

PROPER ADDRESS OF THE COMPANY.

ESSEX ELECTRIC STREET RAILWAY COMPANY,
SALEM, MASS.

NAME AND RESIDENCE OF OFFICERS.

Joseph N. Peterson, *President*, Salem, Mass. James Leary, *Superintendent of Track*, Salem, Mass. Joseph F. Hickey, *Treasurer and Clerk of Corporation*, Salem, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Joseph N. Peterson, Salem, Mass. Henry P. Moulton, Salem, Mass. Joseph F. Hickey, Salem, Mass. O. W. Norcross, Worcester, Mass. Frank E. Farnham, Peabody, Mass.

JOSEPH F. HICKEY,
HENRY P. MOULTON,
FRANK E. FARNHAM,
*Directors of the Essex Electric Street
Railway Company.*
JOSEPH F. HICKEY,
Treasurer and Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Jan. 14, 1893. Then personally appeared Joseph F. Hickey and Henry P. Moulton, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. W. BURDETT,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Jan. 16, 1893. Then personally appeared the above-named Frank E. Farnham, and made oath to the truth of the foregoing statement by him subscribed.

Before me, FRANK C. MERRILL,
Justice of the Peace.

REPORT
OF THE
FITCHBURG & LEOMINSTER STREET RAILWAY
COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	.	\$250,000	00
Capital stock authorized by votes of company,		135,000	00
Capital stock paid (par value of shares, \$100),	.	.	\$135,000 00
Number of stockholders,	.	.	40
DEBT.			
Funded debt, as follows,	.	.	\$30,000 00
Mortgage bonds due Oct. 1, 1909, rate of			
interest, 5 per cent.,	.	\$30,000	00
Unfunded debt, as follows,	.	.	11,920 72
Accrued interest,	.	\$762	50
Outstanding tickets,	.	1,211	18
Accounts payable,	.	9,947	04
TOTAL GROSS DEBT,	.	.	\$41,920 72
Amount of cash assets, viz ,	.	.	4,682 08
Cash,	.	\$862	01
Supplies,	.	3,228	16
Debit balances,	.	591	91
NET DEBT,	.	.	\$37,238 64
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving,	.	.	\$106,108 03
Track, including timber, rails, etc., and laying,	.	.	
Interest during construction, commissions, discounts, etc.,	.	.	
Engineering, agencies, salaries and other expenses during construction,	.	.	
Other railways purchased,	.	.	13,767 45
TOTAL COST OF CONSTRUCTION,	.	.	\$119,875 48
EQUIPMENT.			
Horses,	.	.	\$7,320 00
Cars,	.	.	32,407 69
Other articles of equipment,	.	.	9,942 26
TOTAL COST OF EQUIPMENT,	.	.	\$49,669 95

LAND AND BUILDINGS.	
Land owned by company needed in operating road, . . .	\$2,586 47
Buildings owned by company needed in operating road, . . .	10,113 87
TOTAL COST OF LAND AND BUILDINGS,	\$12,700 34
OTHER PROPERTY.	
Fitchburg Park Company stock,	\$500 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$182,745 77
Cash assets,	4,682 08
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$187,427 85
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks :	
By purchase (number of feet, 7,935),	\$13,767 45
construction (number of feet, 15,111),	36,588 70
New horses (number, 14),	1,739 00
New cars (number, 3 horse; 8 motor-electric),	24,256 19
Other equipment, including electrical equipment,	7,699 61
Land and buildings,	8,700 34
TOTAL ADDITION TO PROPERTY,	\$92,751 29
Property sold or reduced in valuation on the books, viz., . . .	5,453 63
Horses,	\$2,259 00
Cars,	1,000 00
Equipment,	700 00
Buildings,	1,494 63
NET ADDITION TO PROPERTY FOR THE YEAR, . . .	\$87,297 66
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$55,254 64
Received from sales of manure,	236 19
TOTAL EARNINGS,	\$55,490 83
Income from other sources,	147 42
Advertising,	\$147 42
TOTAL INCOME FROM ALL SOURCES,	\$55,638 25
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$1,003 08
Repairs of cars and other vehicles, harness and horse-shoeing,	2,296 52
Repairs of buildings,	145 60
Renewal of horses,	775 00
Wages and salaries of president, treasurer, superintendent and their clerks,	3,292 82
Wages and salaries of all other persons employed in operating the road,	15,471 80
Provender,	6,110 30
Taxes, State and local,	1,069 65
Insurance,	1,365 82
Office expenses, and all other expenses not included above,	5,179 69
TOTAL EXPENSES OF OPERATING,	\$36,710 28

NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, .	\$18,927 97
Interest accrued during the year,	1,802 83
Dividends declared,*	5,850 00
Balance for the year, or surplus,	11,275 14
Surplus at commencement of year,	\$6,065 62
Deduct:	
Depreciation horses,	1,139 00
buildings,	1,494 63
cars,	1,000 00
equipment,	700 00
construction,	2,500 00
Renewal fund,	3,000 00
Deficit at commencement of year, as changed by aforesaid entries,	3,768 01
TOTAL SURPLUS SEPT. 30, 1892,	\$7,507 13
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars (4 electric, 9 horse),	13
Open cars (4 electric, 8 horse),	12
Horses,	61
Harnesses (pairs of),	32
Harnesses (single),	5
Sleighs,	1
Other articles of equipment:	
One construction car, 3 snow-ploughs, 2 snow-levellers, 3 snow-sleds, 1 tip-cart, 2 wagons, 1 horse-power and cutter, 1 tower-wagon.	
Number of box cars fitted with electric motors,	4
Number of open cars fitted with electric motors,	4
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$119,875 48
Equipment,	49,669 95
Land and buildings,	12,700 34
Other property,	500 00
Cash and cash assets,	4,682 08
TOTAL ASSETS,	\$187,427 85
LIABILITIES.	
Capital stock,	\$135,000 00
Funded debt,	30,000 00
Unfunded debt,	11,920 72
Surplus,	7,507 13
Renewal fund,	3,000 00
TOTAL LIABILITIES,	\$187,427 85

* Three per cent. for six months on old capital of \$60,000; three per cent. for six months on new capital of \$135,000.

Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.										
DR.										
To expenses,	.	.	.	.	.	.	.	.	.	\$36,710 28
interest,	.	.	.	.	.	.	.	.	.	1,802 83
dividends,	.	.	.	.	.	.	.	.	.	5,850 00
renewal fund,	.	.	.	.	.	.	.	.	.	3,000 00
depreciation,	.	.	.	.	.	.	.	.	.	6,833 63
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	.	7,507 13
										\$61,703 87
Cr.										
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	.	\$6,065 62
total income,	.	.	.	.	.	.	.	.	.	55,638 25
										\$61,703 87
DESCRIPTION OF RAILWAY.										
Length of railway owned by company, measured as a single track, exclusive of sidings,										10.840 miles.
Aggregate length of switches, sidings, etc.,										.573 mile.
Total length of track, measured as single track,										11.413 miles.
Total length of track paved,										4.500 “
Weight of rail per yard and description of rail: Tram, 35 and 47 pounds; tie, 30, 35, 40, 45, 48 and 58 pounds.										
Description of the several lines or routes operated by the company:										
Waites' Corner to Fitchburg Park, horse.										
Depot Square, Fitchburg to Leominster Centre, electric.										
Leominster Centre to North Leominster, electric.										
Total length of railway, measured as single track, not including sidings, etc., operated by this company,										10.840 miles.
MILES RUN, ETC.										
Total number of miles run during the year,										185,788
Total number of passengers carried in the cars,										868,915
Total number of round trips for the year,										27,293
Number of persons regularly employed by company,										35
Rates of fare,										5 to 15 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

Man stepped backwards from car and bruised his heel.
Man stepped from moving car and bruised his face and knee.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Six and two one-hundredths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse cars? Electricity only.

Name of system, if overhead wires are used, and whether single or double trolley system is used? Westinghouse. Single.

Average speed of the electric cars operated by your company where not impeded by horse cars? Seven to eight miles.

PROPER ADDRESS OF THE COMPANY.

FITCHBURG AND LEOMINSTER STREET RAILWAY COMPANY,
FITCHBURG, MASS.

NAME AND RESIDENCE OF OFFICERS.

Henry A. Willis, *President*, Fitchburg, Mass. Wesley W. Sargent, *Superintendent*, Fitchburg, Mass. Benjamin F. Wallis, *Treasurer*, Fitchburg, Mass. Charles F. Baker, *Clerk of Corporation*, Fitchburg, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry A. Willis, Fitchburg, Mass. Herbert I. Wallace, Fitchburg, Mass. Charles F. Baker, Fitchburg, Mass. George W. Weymouth, Fitchburg, Mass. Edgar F. Belding, Fitchburg, Mass. Arthur H. Lowe, Fitchburg, Mass. James Phillips, Jr., Fitchburg, Mass.

HENRY A. WILLIS,
ARTHUR H. LOWE,
CHARLES F. BAKER,
G. W. WEYMOUTH,
HERBERT I. WALLACE,

*Directors of the Fitchburg and Leominster Street
Railway Company.*

BENJAMIN F. WALLIS,
Treasurer.

WESLEY W. SARGENT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. Nov. 5, 1892. Then personally appeared Henry A. Willis, Arthur H. Lowe, George W. Weymouth, Herbert I. Wallace and Wesley W. Sargent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

BENJAMIN F. WALLIS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. Nov. 5, 1892. Then personally appeared Benjamin F. Wallis and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

Before me,

WILBUR B. TENNEY,
Justice of the Peace.

REPORT
OF THE
FRAMINGHAM UNION STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$60,000 00	
Capital stock authorized by votes of company, . . .	60,000 00	
Capital stock paid (par value of shares, \$100), . . .	.	\$60,000 00
DEBT.		
Funded debt, as follows:		
Mortgage bonds due in 1909, rate of interest 5 per cent.,	\$50,000 00	
Unfunded debt, as follows:		
Notes,	2,500 00	
TOTAL GROSS DEBT, . . . . .	.	\$52,500 00
Amount of cash assets, viz., . . . . .	.	2,242 27
Cash,	\$721 85	
Supplies,	463 76	
Debit balances,	1,056 66	
NET DEBT, . . . . .	.	\$50,257 73
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION, . . . . .	.	\$85,070 76
EQUIPMENT.		
Horses, . . . . .	.	\$6,040 00
Cars, . . . . .	.	12,081 00
Other articles of equipment, . . . . .	.	1,535 95
TOTAL COST OF EQUIPMENT, . . . . .	.	\$19,656 95
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road, . . . . .	.	\$10,890 32
TOTAL COST OF LAND AND BUILDINGS, . . . . .	.	\$10,890 32

TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$115,618 03
Cash assets,	2,242 27
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$117,860 30
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$16,766 10
Received from mails and express,	188 00
Received from sales of manure,	183 34
TOTAL EARNINGS,	17,137 44
Income from other sources:	
Miscellaneous,	504 63
TOTAL INCOME FROM ALL SOURCES,	\$17,642 07
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$187 80
Repairs of cars and other vehicles, harness and horse-shoeing,	909 75
Repair of buildings,	44 44
Renewal of horses,	280 00
Wages and salaries of president, treasurer, superintendent and their clerks,	1,260 50
Wages and salaries of all other persons employed in operating the road,	5,938 22
Provender,	3,640 02
Taxes, State and local,	518 63
Insurance,	417 09
Damages for injuries to persons and property,	1,135 46
TOTAL EXPENSES OF OPERATING,	\$14,331 91
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$3,310 16
Interest accrued during the year,	2,707 51
Balance for the year, or surplus,	602 65
Surplus at commencement of year,	4,757 65
TOTAL SURPLUS SEPT. 30, 1892,	\$5,360 30
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	8
Open cars,	8
Horses,	38
Harnesses (pairs of),	21
Sleighs,	1
Other articles of equipment:	
Two snow ploughs, 3 hay cutters, 2 concord wagons, 1 tip cart, 3 sets scrapers, 1 wagon, barn tools, etc.	
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$85,070 76
Equipment,	19,656 95
Land and buildings,	10,890 32
Cash and cash assets,	2,242 27
TOTAL ASSETS,	\$117,860 30

LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$60,000 00
Funded debt,	50,000 00
Unfunded debt,	2,500 00
Surplus,	5,360 30
TOTAL LIABILITIES,										\$117,860 30
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Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.										
DR.										
To expenses,	\$14,331 91
interest,	.	.	.	.	.	.	.	.	.	2,707 51
balance carried forward Sept. 30, 1892,	5,360 30
										\$22,399 72
CR.										
By balance Sept. 30, 1891,	\$4,757 65
total income,	17,642 07
										\$22,399 72
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DESCRIPTION OF RAILWAY.										
Length of railway owned by company, measured as a single track, exclusive of sidings,										6.912 miles.
Aggregate length of switches, sidings, etc.,										.441 mile.
Total length of track, measured as single track,										7.353 miles.
Total length of track paved,										5.050 miles.
Weight of rail per yard, and description of rail: steel T, 30 pounds per yard; side bearing, 35 pounds per yard.										
Description of the several lines or routes operated by the company:										
Route from Old Colony Railroad tracks at South Framingham to Framingham Centre.										
Route from Old Colony Railroad tracks from South Framingham to Saxonville.										
Route from Concord Street to Para Rubber Shoe Company's works on Howard Street.										
Route from Union Avenue, Lake View Avenue to Old Colony Railroad property, near Lake View.										
Total length of railway, measured as single track, not including sidings, etc., operated by this company,										6.912 miles.
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MILES RUN, ETC.										
Total number of miles run during the year,										78,136
Total number of passengers carried in the cars,										309,341
Total number of round trips for the year,										14,260
Number of persons regularly employed by company,										13
Rates of fare,										5 and 10 cents.

PROPER ADDRESS OF THE COMPANY.

FRAMINGHAM UNION STREET RAILWAY COMPANY,

SOUTH FRAMINGHAM, MASS.

NAME AND RESIDENCE OF OFFICERS.

J. R. Entwistle, *President*, Saxonville, Mass. J. J. Hennessy, *Superintendent*, South Framingham, Mass. F. E. Gregory, *Treasurer*, Framingham, Mass. Ira B. Forbes, *Clerk of Corporation*, Sherborn, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. R. Entwistle, Saxonville, Mass. L. F. Fuller, Saxonville, Mass. F. C. Stearns, Saxonville, Mass. M. F. Maher, Saxonville, Mass. F. E. Gregory, Framingham, Mass. D. T. Bridges, Framingham, Mass. I. B. Fenton, Framingham, Mass. Walter Adams, Framingham, Mass. I. B. Forbes, Sherborn, Mass.

JAMES R. ENTWISTLE,
FRANKLIN E. GREGORY,
D. T. BRIDGES,
IRA B. FENTON,
LUTHER F. FULLER,
FRANCIS C. STEARNS,
IRA B. FORBES,
M. F. MAHER,
WALTER ADAMS,

*Directors of the Framingham Union Street
Railway Company.*

FRANKLIN E. GREGORY,

Treasurer.

JAMES J. HENNESSY,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 2, 1892. Then personally appeared James R. Entwistle, D. T. Bridges, Ira B. Fenton, Luther F. Fuller, Francis C. Stearns, Ira B. Forbes, M. F. Maher, Walter Adams and Franklin E. Gregory, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

W. A. BROWN,

Notary Public.

REPORT

OF THE

GLOBE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	\$650,000	00	
Capital stock authorized by votes of company,	650,000	00	
Capital stock paid (par value of shares, \$100), . . . . .	.	.	\$300,000 00
Number of stockholders, . . . . .	.	8	
DEBT.			
Funded debt, as follows, . . . . .	.	.	\$750,000 00
Five per cent. mortgage bonds due April 15, 1912,	\$750,000	00	
Unfunded debt, as follows, . . . . .	.	.	12,348 78
Bills payable, ledger balances,	\$12,348	78	
TOTAL GROSS DEBT, . . . . .	.	.	\$762,348 78
Amount of cash assets, viz., . . . . .	.	.	736,198 93
Cash,	\$3,090	59	
Supplies,	5,354	47	
Debit balances,	727,753	87	
NET DEBT, . . . . .	.	.	\$26,149 85
PERMANENT INVESTMENTS.			
RAILWAY.			
TOTAL COST OF CONSTRUCTION, . . . . .	.	.	\$279,515 22
EQUIPMENT.			
Horses, . . . . .	.	.	\$26,400 00
Cars, . . . . .	.	.	34,980 00
Other articles of equipment, . . . . .	.	.	3,325 50
TOTAL COST OF EQUIPMENT, . . . . .	.	.	\$64,705 50
LAND AND BUILDINGS.			
Land and buildings owned by company needed in operating road, . . . . .	.	.	\$80,270 48
TOTAL COST OF LAND AND BUILDINGS, . . . . .	.	.	\$80,270 48
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .	.	.	\$424,491 20
Cash assets, . . . . .	.	.	736,198 93
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .	.	.	\$1,160,690 13

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Extension of tracks (number of feet, 643),	\$2,757 41
Paving,	1,915 94
Other equipment,	257 02
Land and buildings,	20,800 00
Paid on account of electric construction,	73,769 91
TOTAL ADDITION TO PROPERTY,	\$99,500 28
Property sold or reduced in valuation on the books, viz.:	
Horses,	3,600 00
NET ADDITION TO PROPERTY FOR THE YEAR,	\$95,900 28

REVENUE FOR THE YEAR.

Received from passengers on railways operated by this company,	\$175,416 85
Received from sales of manure,	1,461 47
TOTAL EARNINGS,	\$176,878 32
Income from other sources,	662 50
Advertisements in cars,	\$600 00
Interest,	62 50
TOTAL INCOME FROM ALL SOURCES,	\$177,540 82

EXPENSES OF OPERATING FOR THE YEAR.

Repairs of road-bed and track,	\$2,786 03
Repairs of cars and other vehicles, harness and horse-shoeing,	9,043 47
Repairs of buildings,	175 02
Renewal of horses,	3,087 00
Wages and salaries of president, treasurer, superintendent and their clerks,	7,100 00
Wages and salaries of all other persons employed in operating the road,	59,708 94
Provender,	29,027 82
Taxes, State and local,	9,138 04
Insurance,	2,751 41
Damages for injuries to persons and property,	3,935 61
Office expenses, and all other expenses not included above,	8,309 73
TOTAL EXPENSES OF OPERATING,	\$135,063 07

NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$42,477 75
Balance for the year, or surplus,	42,477 75
Surplus at commencement of year,	55,863 60
TOTAL SURPLUS SEPT. 30, 1892,	\$98,341 35

INVENTORY OF EQUIPMENT SEPT. 30, 1892.

Box cars,	32
Open cars,	36
Horses,	264
Harnesses (pairs of),	90
Sleighs,	5

Other articles of equipment:

Two snow-ploughs, 3 snow-levellers, 1 snow-sled, 1 reach, 3 double carts, 3 buggies, 1 express wagon, 1 hay cart, rail cleaners, 3 horse-powers, 4 hay cutters, blacksmith shop, equipment, etc.

General Balance Sheet Sept. 30, 1892.										
ASSETS.										
Construction,	.	.	.	.	.	.	.	.	.	\$279,515 22
Equipment,	.	.	.	.	.	.	.	.	.	64,705 50
Land and buildings,	.	.	.	.	.	.	.	.	.	80,270 48
Cash and cash assets,	.	.	.	.	.	.	.	.	.	736,198 93
TOTAL ASSETS,										\$1,160,690 13
LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$300,000 00
Funded debt,	.	.	.	.	.	.	.	.	.	750,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	.	12,348 78
Surplus,	.	.	.	.	.	.	.	.	.	98,341 35
TOTAL LIABILITIES,										\$1,160,690 13

Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.										
DR.										
To expenses,	.	.	.	.	.	.	.	.	.	\$135,063 07
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	.	98,341 35
										\$233,404 42
CR.										
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	.	\$55,863 60
total income,	.	.	.	.	.	.	.	.	.	177,540 82
										\$233,404 42

DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as a single track, exclusive of sidings,		16.895 miles.
Aggregate length of switches, sidings, etc.,		.609 mile.
Total length of track, measured as single track,		17.504 miles.
Total length of track paved,		16.994 miles
Weight of rail per yard, and description of rail: side bearing, 35 pounds per yard, iron; and 35, 46, 47 pounds per yard, steel.		
Description of the several lines or routes operated by the company:		
<i>North Main and Pleasant Streets Route.</i>		
Steepbrook to Flint Village via North Main and Pleasant streets. Spur tracks to depots from North Main Street and in Eight Rod Way.		
<i>Globe Village and Shove Mill Routes.</i>		
City Hall to Shove Mills via South Main, East Main, East Globe, South Main and Shove streets. Spur tracks in Broadway to car house.		

Description of the several lines or routes —*Continued.*

Winter, Main and Fourth Streets Route.

Orange Street, New Boston Road via Orange Street, New Boston Road, Highland Avenue, Winter, Franklin, North and South Main, Rodman, Fourth, Lynn and Second streets and Stafford Road to car house.

Bradford and Rodman Streets Route.

Via Quarry, Bedford, Main, Pleasant, Fourth, Hartwell and Second streets to Warren Street.

Total length of railway, measured as single track, not including sidings, etc., operated by this company, . . . 16.895 miles.

MILES RUN, ETC.

Total number of miles run during the year,	551,926
Total number of passengers carried in the cars,	3,566,260
Total number of round trips for the year,	114,606
Number of persons regularly employed by company,	127
Rates of fare,	2½, 3 and 5 cts.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	3	-	3
Employees,	-	-	-	-	-	-
Others,	-	-	-	2	-	2

STATEMENT OF EACH ACCIDENT.

- Oct. 2, 1891. — Man fell from car.
December 10. — Boy fell from car.
December 21. — Man fell from car.
May 23, 1892. — Man thrown from carriage.
July 19. — Woman fell from car.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? See letter accompanying this report, page 354.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston. Single trolley is being installed.

Number of miles of track for electric railway under construction Sept. 30, 1892. About twenty miles.

PROPER ADDRESS OF THE COMPANY.

GLOBE STREET RAILWAY COMPANY,
FALL RIVER, MASS.

NAME AND RESIDENCE OF OFFICERS.

Frank S. Stevens, *President*, Swanzey, Mass. John H. Bowker, *Superintendent*, Fall River, Mass. Robert S. Goff, *Treasurer*, Fall River, Mass. Marcus G. B. Swift, *Clerk of Corporation*, Fall River, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Frank S. Stevens, Swanzey, Mass. John S. Brayton, Fall River, Mass. Marcus G. B. Swift, Fall River, Mass. Robert S. Goff, Fall River, Mass. John N. Beckley, Rochester, N. Y. Arthur G. Yates, Rochester, N. Y. Edward N. Gibbs, Norwich, Conn.

F. S. STEVENS,
JOHN S. BRAYTON,
MARCUS G. B. SWIFT,
J. N. BECKLEY,
A. G. YATES,
ROBERT S. GOFF,

Directors of the Globe Street Railway Company.

ROBERT S. GOFF,
Treasurer.

JOHN H. BOWKER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Dec. 2, 1892. Then personally appeared F. S. Stevens, John S. Brayton, Marcus G. B. Swift, Robert S. Goff, treasurer, John H. Bowker, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY H. EARL,
Justice of the Peace.

STATE OF NEW YORK.

COUNTY OF MONROE, ss. Nov. 26, 1892. Then personally appeared before me, John N. Beckley and Arthur G. Yates, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDWARD O'SHAUGHNESSY,
Commissioner of Deeds.

GLOBE STREET RAILWAY COMPANY,
FALL RIVER, Dec. 5, 1892.

Board of Railroad Commissioners, Boston, Mass.

GENTLEMEN, — On Sept. 30, 1892, we were in the midst of changing over to electricity. We had some twenty miles of track, old and extensions, being built, many portions of it incomplete; our cars and buildings were being altered, power-house unfinished and electric appliances but partially installed, and in fact not all furnished to-day. Under the circumstances, we deem it the only proper way to make up our report as we have. As to operation of cars, we had run four cars furnished under contract, and leave it to your discretion to answer the first question on page 353.

Yours truly,

R. S. GOFF,
Treasurer Globe Street Railway Company.

REPORT
OF THE
GLOUCESTER STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	\$180,000	00	
Capital stock authorized by votes of company,	180,000	00	
Capital stock paid (par value of shares, \$100),	.	.	\$180,000 00
Number of stockholders,	.	6	
DEBT.			
Funded debt, as follows,	.	.	\$60,000 00
Bonds due April 1, 1907 (rate of interest 5			
per cent.),	\$60,000	00	
Unfunded debt, as follows,	.	.	38,667 69
Bills payable,	\$34,143	84	
Accounts,	4,523	85	
TOTAL GROSS DEBT,	.	.	\$98,667 69
Amount of cash assets, viz ,	.	.	8,442 42
Cash,	\$785	84	
Supplies,	2,864	36	
Debit balances,	4,792	22	
NET DEBT,	.	.	\$90,225 27
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving,	\$24,856	90	
Track, including timber, rails, etc., and laying,	85,727	31	
Interest during construction, commissions,			
discounts, etc.,	3,770	48	
Engineering, agencies, salaries and other ex-			
penses during construction,	4,776	77	
TOTAL COST OF CONSTRUCTION,	.	.	\$119,131 46
EQUIPMENT.			
Horses,	.	.	\$400 00
Cars,	.	.	13,132 30
Other articles of equipment,	.	.	120,779 24
TOTAL COST OF EQUIPMENT,	.	.	\$134,311 54

LAND AND BUILDINGS.		
Land owned by company needed in operating road, . .		\$2,396 00
Buildings owned by company needed in operating road, .		23,468 10
TOTAL COST OF LAND AND BUILDINGS,		\$25,864 10
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . .		\$279,307 10
Cash assets,		8,442 42
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .		\$287,749 52
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks,		\$13,376 07
New cars,		280 00
Other equipment,		37,553 89
Land and buildings,		495 97
TOTAL ADDITION TO PROPERTY,		\$51,705 93
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company,		\$52,430 50
Income from other sources,		264 02
Advertising,	\$243 50	
Blacksmith shop,	20 52	
TOTAL INCOME FROM ALL SOURCES,		\$52,694 52
EXPENSES OF OPERATING FOR THE YEAR.		
Repairs of road-bed and track,		\$1,258 05
Repairs of cars and other vehicles, harness and horse-shoeing, .		4,609 37
Repairs of buildings,		11 20
Wages and salaries of president, treasurer, superintendent and their clerks,		2,511 73
Wages and salaries of all other persons employed in operating the road,		13,537 32
Taxes, State and local,		1,617 44
Insurance,		654 00
Damages for injuries to persons and property,		58 60
Office expenses, and all other expenses not included above, .		11,602 90
TOTAL EXPENSES OF OPERATING,		\$35,860 61
NET INCOME, DIVIDENDS, ETC.		
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . .		\$16,833 91
Interest accrued during the year,		4,549 45
Dividends declared (3 per cent. for the year),		5,400 00
Balance for the year, or surplus,		6,884 46
Surplus at commencement of year,	\$2,313 58	
Deduct,	138 07	
		\$2,175 51
Add,	\$21 86	
Surplus at commencement of year, as changed by aforesaid entries,		2,197 37
TOTAL SURPLUS SEPT. 30, 1892,		\$9,081 83

INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	8
Open cars,	10
Horses,	3
Harnesses (pairs of),	2
Other articles of equipment:	
Freight car, 3 snow-ploughs, 1 leveller, 1 snow-sled, 4 wagons, 2 tower wagons, 1 buggy, tools and furniture, 2 engines and boilers, 3 dynamos and electric equipment.	
Number of box cars fitted with electric motors, . .	7
Number of open cars fitted with electric motors, . .	5
Number of electric snow-ploughs,	1
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$119,131 46
Equipment,	134,311 54
Land and buildings,	25,864 10
Cash and cash assets,	8,442 42
TOTAL ASSETS,	\$287,749 52
LIABILITIES.	
Capital stock,	\$180,000 00
Funded debt,	60,000 00
Unfunded debt,	38,667 69
Surplus,	9,081 83
TOTAL LIABILITIES,	\$287,749 52
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
Dr.	
To expenses,	\$35,860 61
interest,	4,549 45
dividends,	5,400 00
balance carried forward Sept. 30, 1892,	9,081 83
	\$54,891 89
Cr.	
By balance Sept. 30, 1891,	\$2,197 37
total income,	52,694 52
	\$54,891 89
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	8 13 miles.
Aggregate length of switches, sidings, etc., . . . . .	.47 mile.
Total length of track, measured as single track,	8.60 miles.
Total length of track paved,	4.75 miles.
Weight of rail per yard, and description of rail: 60 pounds, girder; 45 pounds T.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	8.13 miles.

MILES RUN, ETC.	
Total number of miles run during the year,	189,834
Total number of passengers carried in the cars,	1,047,296
Total number of round trips for the year,	24,602
Number of persons regularly employed by company,	31
Rates of fare,	5 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

July 25, 1892. — Passenger stepped off a car in motion just as car was making switch. When the trolley took the switch the trolley wheel caught and pulled the pole from the car and struck the passenger as he stood beside the car.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Eight and sixty one-hundredths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Solely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Rae. Single trolley.

Average speed of the electric cars operated by your company where not impeded by horse cars. Six to eight miles per hour.

PROPER ADDRESS OF THE COMPANY.

THE GLOUCESTER STREET RAILWAY COMPANY,
GLOUCESTER, MASS.

NAME AND RESIDENCE OF OFFICERS.

W. B. Ferguson, *President*, Malden, Mass. A. R. Hallowell, *Superintendent*, Gloucester, Mass. A. D. Bosson, *Treasurer*, Gloucester, Mass. D. S. Presson, *Clerk of Corporation*, Gloucester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

W. B. Ferguson, Malden, Mass. J. H. Cunningham, Chelsea, Mass. A. D. Bosson, Chelsea, Mass. E. P. Shaw, Newburyport, Mass. D. S. Presson, Gloucester, Mass.

W. B. FERGUSON,
J. H. CUNNINGHAM,
ALBERT D. BOSSON,
D. S. PRESSON,

Directors of the Gloucester Street Railway Company.

ALBERT D. BOSSON,
Treasurer.

A. R. HALLOWELL,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 5, 1892. Then personally appeared W. B. Ferguson, J. H. Cunningham and Albert D. Bosson and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

IRA A. ABBOTT,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1892. Personally appeared D. S. Presson and A. R. Hallowell and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALBERT D. BOSSON,
Justice of the Peace.

REPORT
OF THE
HAVERHILL & AMESBURY STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$250,000 00	
Capital stock authorized by votes of company, . . .	150,000 00	
Capital stock paid (par value of shares, \$100), . . .	. . .	\$150,000 00
Number of stockholders, . . . . .	. . . 27	
DEBT.		
Funded debt, as follows :		
Mortgage bonds due 1911 (rate of interest, 5 per cent.),* . . .		\$125,000 00
Mortgage bonds due 1912 (rate of interest, 5 per cent.),† . . .		300,000 00
Unfunded debt, as follows :		
Bills and notes assumed by purchase of Black Rocks & Salisbury Beach Street Railway Company,	\$10,708 60	
Bills and notes payable,	176,951 84	
		187,660 44
TOTAL GROSS DEBT,		\$312,660 44
Amount of cash assets, viz. :		
Cash,	\$59,586 39	
Debit balances,	18,600 00	
		78,186 39
NET DEBT,		\$234,474 05
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving and track, including timber, rails, etc., and laying, paid on account of contract to Oct. 1, 1892, . . .		\$54,919 82
Interest during construction, commissions, discounts, etc., . . .		3,707 16
Engineering, agencies, salaries, and other expenses during construction,		300 00
Other railways (original cost, \$301,143.74), purchased for . . .		332,393 74
TOTAL COST OF CONSTRUCTION,		\$391,320 72
EQUIPMENT.		
Other articles of equipment,		\$12 80
TOTAL COST OF EQUIPMENT,		\$12 80

* Assumed by purchasing Black Rocks & Salisbury Beach Street Railway Company.
† Of Haverhill & Amesbury Street Railway Company, held in treasury.

LAND AND BUILDINGS.	
Land and buildings owned by company needed in operating road,	\$3,840 51
TOTAL COST OF LAND AND BUILDINGS,	\$3,840 51
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$395,174 03
Cash assets,	78,186 39
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$473,360 42
REVENUE FROM JULY 15 TO SEPT. 30.	
Received from passengers on railways operated by this company,	\$20,819 32
Income from other sources :	
Rents,	716 84
TOTAL INCOME FROM ALL SOURCES,	\$21,536 16
EXPENSES OF OPERATING FROM JULY 15 TO SEPT. 30.	
Repairs of road-bed and track,	\$125 18
Repairs of cars and other vehicles, harness and horse-shoeing,	1,847 19
Wages and salaries of all other persons employed in operating the road,	4,350 64
Electric power,	1,314 66
Taxes, State and local,	1,255 00
Damages for injuries to persons and property,	116 00
Office expenses, and all other expenses not included above,	1,827 51
TOTAL EXPENSES OF OPERATING,	\$10,836 18
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$10,699 98
TOTAL SURPLUS SEPT. 30, 1892,	\$10,699 98
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	9
Open cars,	28
Horses,	70
Harnesses (pairs of),	35
Other articles of equipment :	
Two Baldwin motors, 1 locomotive, hand cars, 2 baggage cars, wagons, track tools, extra armatures and electric supplies.	
Number of box cars fitted with electric motors,	1
Number of open cars fitted with electric motors,	5
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$391,320 72
Equipment,	12 80
Land and buildings,	3,840 51
Cash and cash assets,	78,186 39
TOTAL ASSETS,	\$473,360 42

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	-	-	1
Employees,	-	-	-	-	-	-
Others,.	1	-	-	-	1	-

STATEMENT OF EACH ACCIDENT.

A man intoxicated lying side of track rolled himself on to the track while car was passing and fatally injured. No damages claimed; it was acknowledged to be his own fault.

A car runs off the track and one passenger slightly injured at the shoulder.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Six and one-half miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Solely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Overhead. Single trolley.

Number of miles of track for electric railway under construction Sept. 30, 1892. Eleven miles.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Ten miles per hour.

PROPER ADDRESS OF THE COMPANY.

HAVERHILL & AMESBURY STREET RAILWAY COMPANY,
No. 53 STATE STREET, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

E. P. Shaw, *President*, Newburyport, Mass. Frank Stark, *Superintendent*, Salisbury, Mass. Albert C. Pond, *Treasurer*, No. 620 Atlantic Avenue, Boston, Mass. Geo. A. Butman, *Clerk of Corporation*, No. 53 State Street, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. P. Shaw, Newburyport, Mass. Albert C. Pond, Boston, Mass. John H. Cunningham, Chelsea, Mass. W. B. Ferguson, Malden, Mass. Chas. Goss, Amesbury, Mass.

E. P. SHAW,
W. B. FERGUSON,
ALBERT C. POND,

*Majority of the Directors of the Haverhill &
Amesbury Street Railway Company.*

ALBERT C. POND,
Treasurer.

FRANK STARK,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK. ss. Nov. 17, 1892. Then personally appeared Albert C. Pond, treasurer, Frank Stark, superintendent, and E. P. Shaw, W. B. Ferguson and Albert C. Pond, a majority of the directors of the Haverhill & Amesbury Street Railway Company, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SAMUEL C. DARLING,
Justice of the Peace.

REPORT

OF THE

HAVERHILL & GROVELAND STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	.	.	\$144,000 00
Capital stock authorized by votes of company,	.	.	144,000 00
Capital stock paid (par value of shares, \$100),	.	.	\$144,000 00
Number of stockholders,	.	.	16
DEBT.			
Unfunded debt, as follows,	.	.	\$15,252 88
Bills payable,	.	.	\$9,000 00
Vouchers payable,	.	.	6,199 36
Industrial Improvement Company,	.	.	53 52
TOTAL GROSS DEBT,	.	.	\$15,252 88
Amount of cash assets, viz.,	.	.	4,395 19
Cash,	.	.	\$2,360 19
Debit balances,	.	.	2,035 00
NET DEBT,	.	.	\$10,857 69
PERMANENT INVESTMENTS.			
RAILWAY.			
TOTAL COST OF CONSTRUCTION,	.	.	\$87,224 29
EQUIPMENT.			
Horses,	.	.	\$12,700 00
Cars,	.	.	22,823 00
Other articles of equipment,	.	.	9,657 52
TOTAL COST OF EQUIPMENT,	.	.	\$45,180 52
LAND AND BUILDINGS.			
Land owned by company needed in operating road,	.	.	\$2,535 00
Buildings owned by company needed in operating road,	.	.	18,479 78
TOTAL COST OF LAND AND BUILDINGS,	.	.	\$21,014 78
OTHER PROPERTY.			
Tenement house,	.	.	\$2,162 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	.	.	\$155,581 59
Cash assets,	.	.	4,395 19
TOTAL PROPERTY AND ASSETS OF COMPANY,	.	.	\$159,976 78

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Extension of tracks,	\$5,275 05
New horses (number, 33),	3,300 00
New cars (number, 1),	400 00
Other equipment,	246 50
TOTAL ADDITION TO PROPERTY,	\$9,221 55

REVENUE FOR THE YEAR.

Received from passengers on railways operated by this company,	\$66,275 31
Received from sales of manure,	435 33
TOTAL EARNINGS,	\$66,710 64
Income from other sources,	966 24
Advertising in cars, \$333 33	
Rent of barge, 1 00	
Rent of real estate, 631 91	
TOTAL INCOME FROM ALL SOURCES,	\$67,676 88

EXPENSES OF OPERATING FOR THE YEAR.

Repairs of road-bed and track,	\$4,067 93
Repairs of cars and other vehicles, harness and horse-shoeing,	5,170 01
Repairs of buildings,	252 30
Renewal of horses,	1,392 55
Wages and salaries of president, treasurer, superintendent and their clerks,	3,328 50
Wages and salaries of all other persons employed in operating the road,	22,544 64
Provender,	11,882 12
Taxes, State and local,	2,155 47
Insurance,	3,682 02
Office expenses and all other expenses not included above,	4,941 40
TOTAL EXPENSES OF OPERATING,	\$58,816 94

NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$8,859 94
Interest accrued during the year,	506 37
Dividends declared (5 per cent. for the year),	7,200 00
Balance for the year, or surplus,	1,153 57
Deficit at commencement of year, \$504 67	
Deduct:	
Amount payment from River Street land owners for extending road, 150 00	
Add:	
Estimated value of horse lost Sept. 6, 1892, 75 00	
Deficit at commencement of year, as changed by aforesaid entries,	429 67
TOTAL SURPLUS SEPT. 30, 1892,	\$723 90

INVENTORY OF EQUIPMENT SEPT. 30, 1892.

Box cars,	22
Open cars,	18
Horses,	127
Harnesses (pairs of),	52
Sleighs,	2
Other articles of equipment :	
Five snow-ploughs, 2 snow-levellers, 1 buggy, 1 double sled, 2 safes and other office furniture.	

General Balance Sheet Sept. 30, 1892.

ASSETS.

[illegible]

TOTAL ASSETS,	\$159,976 78
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LIABILITIES.

Capital stock,	\$144,000 00
Unfunded debt,	15,252 88
Surplus,	723 90

TOTAL LIABILITIES,	\$159,976 78
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Copy of Profit and Loss Account for the Year ending
Sept. 30, 1892.

DR.

To balance Sept. 30, 1891,	\$429 67
expenses,	.	.	.	.	.	.	.	58,816 94
interest,	.	.	.	.	.	.	.	506 37
dividends,	.	.	.	.	.	.	.	7,200 00
balance carried forward Sept. 30, 1892,	723 90

\$67,676 88

CR.

By total income,	\$67,676 88
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\$67,676 86

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	13.486 miles.
Aggregate length of switches, sidings, etc.,	1.498 "
Total length of track measured as single track,	14.984 "
Total length of track paved,	8.168 "
Weight of rail per yard, and description of rail: 30 and 40 pounds T, and 35 pounds flat.	

Description of the several lines or routes operated by the company:	
West Newbury to River Street, to Haverhill depot.	
Groveland to River Street, to Haverhill depot.	
Dustin Square to Mt. Washington.	
Bradford to River Street, to Haverhill depot.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company, . . .	13.486 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	201,040
Total number of passengers carried in the cars,	1,129,565
Total number of round trips for the year,	31,511
Number of persons regularly employed by company, . . .	61
Rates of fare: cash, 15, 10 and 5 cents; half-fares, 8 and 5 cents; tickets, 12½, 7½ and 5 cents.	

PROPER ADDRESS OF THE COMPANY.

HAVERHILL & GROVELAND STREET RAILWAY COMPANY,

HAVERHILL, MASS.

NAME AND RESIDENCE OF OFFICERS.

G. H. Campbell, *President*, Boston, Mass. F. Woodman, *Superintendent*, Haverhill, Mass. A. A. Glasier, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John L. Hobson, Haverhill, Mass. Chas. W. Morse, Haverhill, Mass. J. Otis Wardwell, Haverhill, Mass. Thos. Lahey, Haverhill, Mass. John A. Gale, Haverhill, Mass. A. A. Glasier, Boston, Mass. Geo. H. Campbell, Boston, Mass. G. W. Mansfield, Melrose Highlands, Mass. E. S. Webster, Boston, Mass.

G. H. CAMPBELL,
E. S. WEBSTER,
ALFRED A. GLASIER,
CHAS. W. MORSE,
J. OTIS WARDWELL,
*Directors of the Haverhill & Groveland Street
Railway Company.*
ALFRED A. GLASIER,
Treasurer.
FRANKLIN WOODMAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Oct. 26, 1892. Then personally appeared G. H. Campbell, E. S. Webster, Alfred A. Glasier, Chas. W. Morse, Franklin Woodman and J. Otis Wardwell, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JESSE H. HARRIMAN,
Justice of the Peace.

REPORT

OF THE

HOLYOKE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$250,000 00	
Capital stock authorized by votes of company, . . .	200,000 00	
Capital stock paid (par value of shares, \$100), . . .		\$200,000 00
Number of stockholders,	71	
DEBT.		
Unfunded debt, as follows:		
One promissory note,		\$8,000 00
TOTAL GROSS DEBT,		\$8,000 00
Amount of cash assets, viz.,		7,056 99
Cash,	\$4,725 50	
Supplies,	1,944 09	
Sinking fund,	387 40	
NET DEBT,		\$943 01
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,		\$25,818 00
Track, including timber, rails, etc., and laying,		106,578 13
Interest during construction, commissions, discounts, etc.,		4,550 80
TOTAL COST OF CONSTRUCTION,		\$136,946 93
EQUIPMENT.		
Horses,		\$700 00
Cars,		60,492 22
Other articles of equipment,		8,000 00
TOTAL COST OF EQUIPMENT,		\$69,192 22
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$14,000 00
Buildings owned by company needed in operating road,		10,574 99
TOTAL COST OF LAND AND BUILDINGS,		\$24,574 99

OTHER PROPERTY.	
One "agent's house" on car house lot rented as hotel, . . .	\$5,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$235,714 14
Cash assets,	7,056 99
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$242,771 13
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 7,234),	\$19,489 73
Renewal of tracks (number of feet, 21,000),	29,254 13
New cars (number, 2),	3,726 37
Other equipment (three snow-ploughs and enlarging cars), . . .	9,000 00
Land and buildings,	1,698 37
TOTAL ADDITION TO PROPERTY,	\$63,168 60
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$64,614 15
Received from advertising,	152 00
Received from rents,	220 89
Income from other sources (subscriptions for building extensions),	7,350 00
TOTAL INCOME FROM ALL SOURCES,	\$72,337 04
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$2,008 76
Repairs of cars and other vehicles, harness and horse-shoeing, . . .	2,452 86
Repairs of buildings,	258 79
Wages and salaries of president, treasurer, superintendent and their clerks,	2,654 30
Wages and salaries of all other persons employed in operating the road,	19,875 61
Provender,	570 00
Taxes, State and local,	836 34
Insurance,	1,451 46
Damages for injuries to persons and property,	1,565 95
Office expenses, and all other expenses not included above, . . .	5,705 85
TOTAL EXPENSES OF OPERATING,	\$37,379 92
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$34,957 12
Interest accrued during the year,	515 58
Dividends declared (8 per cent. for the year),*	14,000 00
Balance for the year, or surplus,	20,441 54
Surplus at commencement of year,	14,329 59
TOTAL SURPLUS SEPT. 30, 1892,	\$34,771 13
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	14
Open cars,	13
Horses,	5
Harnesses (pairs of),	15
Sleighs,	1
* Four per cent. on \$150,000 capital, January, 1892,	
Four per cent. on \$200,000 capital, July, 1892,	
\$6,000 00	
8,000 00	
\$14,000 00	

Other articles of equipment:

One snow-sled, 1 horse snow-plough, 3 electric snow-ploughs, 2 tower wagons, 1 business wagon, 1 two-horse cart, 1 truck wagon.				5
Number of box cars fitted with electric motors,	.	.	.	11
Number of open cars fitted with electric motors,	.	.	.	3
Number of electric snow-ploughs,	.	.	.	

General Balance Sheet Sept. 30, 1892.

ASSETS.				
Construction,	.	.	.	\$136,946 93
Equipment,	.	.	.	69,192 22
Land and buildings,	.	.	.	24,574 99
Other property,	.	.	.	5,000 00
Cash and cash assets,	.	.	.	7,056 99
TOTAL ASSETS,				\$242,771 13
LIABILITIES.				
Capital stock,	.	.	.	\$200,000 00
Unfunded debt,	.	.	.	8,000 00
Surplus,	.	.	.	34,771 13
TOTAL LIABILITIES,				\$242,771 13

Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.

DR.				
To expenses,	.	.	.	\$37,379 92
interest,	.	.	.	515 58
dividends,	.	.	.	14,000 00
balance carried forward Sept. 30, 1892,	.	.	.	34,771 13
				\$86,666 63
CR.				
By balance Sept. 30, 1891,	.	.	.	\$14,329 59
total income,	.	.	.	72,337 04
				\$86,666 63

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	7.066 miles.
Aggregate length of switches, sidings, etc.,	.968 mile.
Total length of track, measured as single track,	8.034 miles.
Total length of track paved,	7.534 “
Weight of rail per yard, and description of rail: 56 pounds, T and a little “Johnson rail.”	
Description of the several lines or routes operated by the company:	
“Highlands and South Hadley Falls line,” running from Northampton Street, Holyoke, via Lincoln, Pleasant, Appleton, High, Dwight, Main, Canal, Bridge streets to Main Street, South Hadley Falls. “Elmwood and	

Description of the several lines or routes — <i>Concluded.</i> South Holyoke line," from South Street, via North- ampton, Laurel, Brown, South, Maple, Cabot, High, Dwight, Main streets to Springdale. "Oakdale line," from Maple along Sargeant Street to Oakdale.	
Total length of railway, measured as single track, not includ- ing sidings, etc., operated by this company, . . .	7.066 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	186,445
Total number of passengers carried in the cars,	1,292,283
Total number of round trips for the year,	36,215
Number of persons regularly employed by company, . . .	40
Rates of fare,	5 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	4	-	4
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

Oct. 29, 1891. — Jos. St. Laun stepped from car in motion, fell; not seriously hurt.

November 24. — R. S. Clark jumped from car while in motion, fell; not seriously injured.

December 4. — Albert Dean jumped from car while in motion, fell; not seriously injured.

Jan. 9, 1892. — Jenny Hanlin drove directly in front of car. Motorman pulled her over dasher of car, saving her life. Sleigh smashed; woman not injured.

August 3. — Jerry Sullivan jumped from moving car, fell; not seriously hurt.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Eight and thirty-four thousandths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. All by electricity.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Six miles per hour.

PROPER ADDRESS OF THE COMPANY.
HOLYOKE STREET RAILWAY COMPANY,
HOLYOKE, MASS.

NAME AND RESIDENCE OF OFFICERS.

Levi Perkins, *President*, Holyoke, Mass. Wm. S. Loomis, *Acting Superintendent and Treasurer*, Holyoke, Mass. Wm. H. Brooks, *Clerk of Corporation*, Holyoke, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Levi Perkins, Holyoke, Mass. John Olmsted, Springfield, Mass. A. E. Smith, Springfield, Mass. R. B. Johnson, Holyoke, Mass. C. H. Heywood, Holyoke, Mass. J. F. Sullivan, Holyoke, Mass. C. H. Prentiss, Holyoke, Mass. J. G. Mackintosh, Holyoke, Mass. L. M. Tuttle, Holyoke, Mass. Wm. S. Loomis, Holyoke, Mass. W. R. Hill, South Hadley Falls, Mass.

LEVI PERKINS,
JOHN OLMSTED,
J. G. MACKINTOSH,
L. M. TUTTLE,
C. H. HEYWOOD,
A. E. SMITH,
R. B. JOHNSON,
WM. S. LOOMIS,
Directors of the Holyoke Street Railway Company.
WM. S. LOOMIS,
Treasurer and Acting Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. Oct. 10, 1892. Then personally appeared Levi Perkins, John Olmsted, J. G. Mackintosh, L. M. Tuttle, C. H. Heywood, A. E. Smith, R. B. Johnson and Wm. S. Loomis, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM R. HILL,
Justice of the Peace.

REPORT

OF THE

HOOSAC VALLEY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter, . . .	\$50,000	00	
Capital stock authorized by votes of company, . . .	50,000	00	
Capital stock paid (par value of shares, \$100), . . .	.	.	\$50,000 00
Number of stockholders, . . . . .	.	10	.
DEBT.			
Funded debt, as follows:			
Bonds due 1906, rate of interest 6 per cent., . . .	.	.	\$50,000 00
Unfunded debt, as follows:			
Notes payable, . . . . .	.	.	28,200 00
TOTAL GROSS DEBT, . . . . .	.	.	\$78,200 00
Amount of cash assets, viz.:			
Cash,	\$2,658	81	
Debit balances,	676	15	
			3,334 96
NET DEBT, . . . . .	.	.	\$74,865 04
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving, . . . . .	.	.	\$62,491 91
Track, including timber, rails, etc., and laying, }	.	.	
Electrical construction and equipment, . . .	.	.	45,167 88
Fence, . . . . .	.	.	162 84
TOTAL COST OF CONSTRUCTION, . . . . .	.	.	\$107,822 63
EQUIPMENT.			
Horses, . . . . .	.	.	\$451 03
Cars, . . . . .	.	.	7,243 58
Other articles of equipment, . . . . .	.	.	5,132 16
TOTAL COST OF EQUIPMENT, . . . . .	.	.	\$12,826 77
LAND AND BUILDINGS.			
Land owned by company needed in operating road, . . .	.	.	\$3,600 00
Buildings owned by company needed in operating road, . . .	.	.	3,650 00
TOTAL COST OF LAND AND BUILDINGS, . . . . .	.	.	\$7,250 00

TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$127,899 40
Cash assets,	3,334 96
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$131,234 36
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$27,343 9
Received from mails and express,	210 51
TOTAL EARNINGS,	\$27,553 80
Income from other sources :	
Advertising,	\$163 25
Special cars,	109 00
Sundries,	66 32
	338 57
TOTAL INCOME FROM ALL SOURCES,	\$27,892 37
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$582 14
Repairs of cars and other vehicles, harness and horse-shoeing,	392 47
Repairs of buildings,	10 86
Wages and salaries of president, treasurer, superintendent and their clerks,	2,923 74
Wages and salaries of all other persons employed in operating the road,	6,954 56
Taxes, State and local,	258 56
Sundries :	
Fuel and light,	\$250 41
Oil and water,	77 18
Legal,	485 72
Power,	4,392 00
Motor repairs,	2,469 64
	7,674 95
Insurance,	410 00
Damages for injuries to persons and property,	1,015 65
Office expenses, and all other expenses not included above,	1,151 74
TOTAL EXPENSES OF OPERATING,	\$21,374 67
NET INCOME, DIVIDENDS, ETC.,	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$6,517 70
Interest accrued during the year,	4,780 48
Balance for the year, or surplus,	1,737 22
Surplus at commencement of year,	1,297 14
TOTAL SURPLUS SEPT. 30, 1892,	\$3,034 36
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	7
Open cars,	4
Horses,	2
Harnesses (pairs of),	14
Sleigh,	1
Other articles of equipment :	
Two snow-ploughs.	
Number of box cars fitted with electric motors,	4
Number of open cars fitted with electric motors,	1

General Balance Sheet Sept. 30, 1892.									
ASSETS.									
Construction,	.	.	.	.	.	.	.	.	\$107,822 63
Equipment,	.	.	.	.	.	.	.	.	12,826 77
Land and buildings,	.	.	.	.	.	.	.	.	7,250 00
Cash and cash assets,	.	.	.	.	.	.	.	.	3,334 96
TOTAL ASSETS,									\$131,234 36
LIABILITIES.									
Capital stock,	.	.	.	.	.	.	.	.	\$50,000 00
Funded debt,	.	.	.	.	.	.	.	.	50,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	28,200 00
Surplus,	.	.	.	.	.	.	.	.	3,034 36
TOTAL LIABILITIES,									\$131,234 36
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.									
DR.									
To expenses,	.	.	.	.	.	.	.	.	\$21,374 67
interest,	.	.	.	.	.	.	.	.	4,780 48
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	3,034 36
									\$29,189 51
CR.									
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	\$1,297 14
total income,	.	.	.	.	.	.	.	.	27,892 37
									\$29,189 51
DESCRIPTION OF RAILWAY.									
Length of railway owned by company, measured as a single track, exclusive of sidings,									5.953 miles.
Aggregate length of switches, sidings, etc.,									.279 mile.
Total length of track, measured as single track,									6.232 miles.
Total length of track paved,									1.500 feet.
Weight of rail per yard, and description of rail : T, 40 pounds ; flat, 40 pounds.									
Description of the several lines or routes operated by the company :									
Through Main and State streets, North Adams, and along highway to Adams, ending at Park Street, Adams.									
Total length of railway, measured as single track, not including sidings, etc., operated by this company,									5.953 miles.
MILES RUN, ETC.									
Total number of miles run during the year,									121,244
Total number of passengers carried in the cars,									509,395
Total number of round trips for the year,									10,112
Number of persons regularly employed by company,									15
Rates of fare : cash fares, 6 cents ; tickets, 5 cents each.									

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Others,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

August. — Collision between motor car and team driven by two intoxicated men ; carriage damaged and one man slightly bruised.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Six and two hundred and thirty-two thousandths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. By electricity alone.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston; single trolley.

Average speed of the electric cars operated by your company where not impeded by horse-cars. Nine miles per hour.

PROPER ADDRESS OF THE COMPANY.

HOOSAC VALLEY STREET RAILWAY COMPANY,
NORTH ADAMS, MASS.

NAME AND RESIDENCE OF OFFICERS.

C. Q. Richmond, *President and Treasurer*, North Adams, Mass. H. A. Fitzsimons, *Superintendent*, Zylonite, Mass. E. B. Hamblen, *Clerk of Corporation*, North Adams, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

C. Q. Richmond, North Adams, Mass. E. B. Hamblen, North Adams, Mass. A. E. Richmond, North Adams, Mass. Geo. P. Lawrence, North Adams, Mass. S. P. Thayer, North Adams, Mass.

GEO. P. LAWRENCE,
C. Q. RICHMOND,
A. E. RICHMOND,
Directors of the Hoosac Valley Street Railway Company.
C. Q. RICHMOND,
Treasurer.
H. A. FITZSIMONS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. NORTH ADAMS, Nov. 19, 1892. Then personally appeared Geo. P. Lawrence, C. Q. Richmond, A. E. Richmond, H. A. Fitzsimons, and made oath to the truth of the foregoing statement by them subscribed according to their best knowledge and belief.

SHEPHERD THAYER,
Justice of the Peace.

REPORT

OF THE

HULL STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$20,000 00	
Capital stock authorized by votes of company,	20,000 00	
Capital stock paid (par value of shares, \$100), . . . . .	.	\$20,000 00
Number of stockholders,	5	
DEBT.		
Funded debt, as follows:		
Mortgage bonds due July 1, 1911 (rate of interest, 6 per cent., gold),		\$20,000 00
TOTAL GROSS DEBT,		\$20,000 00
Amount of cash assets, viz.,		7,259 66
Cash,	\$3,259 66	
Bonds in treasury,	4,000 00	
NET DEBT,		\$12,740 34
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,		\$7,307 79
Track, including timber, rails, etc., and laying,		12,876 39
Engineering, agencies, salaries and other expenses during construction,		1,494 84
TOTAL COST OF CONSTRUCTION,		\$21,679 02
EQUIPMENT.		
Cars,		\$6,232 18
Other articles of equipment,		798 80
TOTAL COST OF EQUIPMENT,		\$7,030 98
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road,		\$4,100 00
TOTAL COST OF LAND AND BUILDINGS,		\$4,100 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$32,810 00
Cash assets,		7,259 66
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$40,069 66

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (additional construction not finished at time of last report),	\$593 67
Property sold or reduced in valuation on the books, viz.:	
Horses sold,	3,875 00
NET REDUCTION TO PROPERTY FOR THE YEAR,	\$3,281 33
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$5,268 35
Received from sales of manure,	7 00
Income from other sources,	20 00
TOTAL INCOME FROM ALL SOURCES,	\$5,295 35
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$166 86
Repairs of cars and other vehicles, harness and horse-shoeing,	244 50
Wages and salaries of president, treasurer, superintendent and their clerks,	1,011 23
Wages and salaries of all other persons employed in operating the road,	1,449 63
Provender,	1,062 99
Taxes, State and local,	222 37
Insurance,	255 00
Office expenses, and all other expenses not included above,	153 10
TOTAL EXPENSES OF OPERATING,	\$4,565 68
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$729 67
Interest accrued during the year,	960 00
Deficit for the year,	230 33
Surplus at commencement of year,	\$1,090 75
Deduct: loss on horses sold,	790 76
Surplus at commencement of year, as changed by aforesaid entries,	299 99
TOTAL SURPLUS SEPT. 30, 1892,	\$69 66
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	2
Open cars,	6
Harnesses (pairs of),	11
Other articles of equipment: Extra track tools, car poles, etc.	
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$21,679 02
Equipment,	7,030 98
Land and buildings,	4,100 00
Cash and cash assets,	7,259 66
TOTAL ASSETS,	\$40,069 66

LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$20,000 00
Funded debt,	.	.	.	.	.	.	.	.	.	20,000 00
Surplus,	.	.	.	.	.	.	.	.	.	69 66
TOTAL LIABILITIES,										\$40,069 66

Copy of Profit and Loss Account for the Year ending
Sept. 30, 1892.

DR.										
To expenses,	.	.	.	.	.	.	.	.	.	\$4,565 68
interest,	.	.	.	.	.	.	.	.	.	960 00
loss on horses sold,	.	.	.	.	.	.	.	.	.	790 76
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	.	69 66
										\$6,386 10
CR.										
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	.	\$1,090 75
total income,	.	.	.	.	.	.	.	.	.	5,295 35
										\$6,386 10

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	.	.	.	.	.	.	.	.	.	2 miles.
Aggregate length of switches, sidings, etc.,	.	.	.	.	.	.	.	.	.	.05 mile.
Total length of track, measured as single track,	.	.	.	.	.	.	.	.	.	2.05 miles.
Total length of track paved: 700 feet paved; 1½ miles macadamized.										
Weight of rail per yard, and description of rail: T, 40 pounds.										
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	.	.	.	.	.	.	.	.	.	2 miles.

MILES RUN, ETC.

Total number of miles run during the year,	.	.	.	.	.	.	.	.	.	7,450-
Total number of passengers carried in the cars,	.	.	.	.	.	.	.	.	.	105,367
Total number of round trips for the year,	.	.	.	.	.	.	.	.	.	3,725
Number of persons regularly employed by company,	.	.	.	.	.	.	.	.	.	18
Rates of fare,	.	.	.	.	.	.	.	.	.	5 cents.

PROPER ADDRESS OF THE COMPANY.

HULL STREET RAILWAY COMPANY,
No. 113 DEVONSHIRE STREET, BOSTON, MASS.
(Care J. W. HOBART, *Treasurer.*)

NAME AND RESIDENCE OF OFFICERS.

E. P. Shaw, *President*, Newburyport, Mass. W. A. Larrabee, *Superintendent*, Norwich, Conn. John W. Hobart, *Treasurer and Clerk of Corporation*, Brookline, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. P. Shaw, Newburyport, Mass. John W. Hobart, Brookline, Mass.
Henry Norwell, Boston, Mass. John Shepard, Boston, Mass. W. B. Fergu-
son, Malden, Mass.

EDWARD P. SHAW,

JOHN W. HOBART,

Directors of the Hull Street Railway Company.

JOHN W. HOBART,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Dec. 14, 1892. Then personally appeared Edward P. Shaw
and John W. Hobart, and severally made oath to the truth of the foregoing
statement by them subscribed, according to their best knowledge and belief.

AMBROSE EASTMAN,

Justice of the Peace.

REPORT

OF THE

INTERSTATE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter, . . .	\$500,000 00		
Capital stock authorized by votes of company, . . .	400,000 00		
Capital stock paid (par value of shares, \$100), . . .	.	.	\$360,600 00
Number of stockholders, . . . . .	.	77	
DEBT.			
Unfunded debt, as follows:			
Bills payable,	\$109,405 74		
Accounts payable,	76,741 31		
TOTAL GROSS DEBT, . . . . .	.	.	\$186,147 05
Amount of cash assets, viz., . . . . .	.	.	16,822 56
Cash,	\$3,848 10		
Debit balances,	12,974 46		
NET DEBT, . . . . .	.	.	\$169,324 49
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving, . . . . .	.	.	\$12,445 81
Track, including timber, rails, etc., and laying, . . . . .	.	.	129,016 99
Interest during construction, commissions, discounts, etc., . . . . .	.	.	1,349 17
Engineering, agencies, salaries, and other expenses during construction, . . . . .	.	.	251,082 05
Stock in other companies, . . . . .	.	.	105,700 00
TOTAL COST OF CONSTRUCTION, . . . . .	.	.	\$499,594 02
EQUIPMENT.			
Cars, . . . . .	.	.	\$9,947 14
Other articles of equipment, . . . . .	.	.	25,358 31
TOTAL COST OF EQUIPMENT, . . . . .	.	.	\$35,305 45

OTHER PROPERTY.	
Walnut Grove, South Attleborough, Mass. (improvements on leased land),	\$1,045 91
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . .	\$535,945 38
Cash assets,	16,822 56
TOTAL PROPERTY AND ASSETS OF COMPANY,. . .	\$552,767 94
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks,	\$393,894 02
New cars,	9,947 14
Other equipment,	25,358 31
Land and buildings,	240 00
TOTAL ADDITION TO PROPERTY,	\$429,439 47
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company (from July 23 to Sept. 30),	\$11,146 95
Income from other sources:	
Walnut grove, picnic grounds,	20 00
TOTAL INCOME FROM ALL SOURCES,	\$11,166 95
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$39 31
Repairs of cars and other vehicles, harness and horse-shoeing,	759 41
Wages and salaries of president, treasurer, superintendent and their clerks,	250 00
Wages and salaries of all other persons employed in operating the road,	2,134 90
Office expenses and all other expenses not included above,	1,962 44
TOTAL EXPENSES OF OPERATING,	\$5,146 06
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . .	\$6,020 89
TOTAL SURPLUS SEPT. 30, 1892,	\$6,020 89
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Open cars,	9
Number of open cars fitted with electric motors,	6
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$499,594 02
Equipment,	35,305 45
Other property,	1,045 91
Cash and cash assets,	16,822 56
TOTAL ASSETS,	\$552,767 94

LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$360,600 00
Unfunded debt,.	.	.	.	.	.	.	.	.	.	186,147 05
Surplus,	.	.	.	.	.	.	.	.	.	6,020 89
TOTAL LIABILITIES,										\$552,767 94
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.										
DR.										
To expenses,	.	.	.	.	.	.	.	.	.	\$5,146 06
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	.	6,020 89
										\$11,166 95
CR.										
By total income,	.	.	.	.	.	.	.	.	.	\$11,166 95
										\$11,166 95
DESCRIPTION OF RAILWAY.										
Length of railway owned by company, measured as a single track,	Total.				In Mass.					
exclusive of sidings,	.	.	.	.	11.71 miles.	.	.	.	.	8.09 miles
Aggregate length of switches, sidings, etc.,	.	.	.	.	.39 mile.	.	.	.	.	.17 mile.
Total length of track, measured as single track,	.	.	.	.	.	.	.	.	.	12.10 miles.
Total length of track paved,	.	.	.	.	2.27 miles.	.	.	.	.	.51 mile.
Weight of rail per yard, and description of rail: 50 pounds; T rail.										
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	.	.	.	.	.	.	.	.	.	11.71 miles.
MILES RUN, ETC.										
Total number of miles run during the year,	.	.	.	.	.	.	.	.	.	40,959
Total number of passengers carried in the cars,	.	.	.	.	.	.	.	.	.	139,748
Total number of round trips for the year,	.	.	.	.	.	.	.	.	.	2,909
Number of persons regularly employed by company,	.	.	.	.	.	.	.	.	.	41
Rates of fare,	.	.	.	.	.	.	.	.	.	5 and 10 cents.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Ten and nine one-hundredths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse cars. Solely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Eight miles per hour.

PROPER ADDRESS OF THE COMPANY.

INTERSTATE STREET RAILWAY COMPANY,

PAWTUCKET, R. I.

NAME AND RESIDENCE OF OFFICERS.

H. M. Daggett, Jr., *President*, Attleborough, Mass. Eli W. Adams, *Superintendent*, Attleborough, Mass. Wm. N. Otis, *Treasurer*, Providence, R. I. Geo. E. Webster, *Clerk of Corporation*, East Providence, R. I.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

H. M. Daggett, Jr., Attleborough, Mass. W. A. Walton, Providence, R. I. Wm. N. Otis, Providence, R. I. C. T. Guild, North Attleborough, Mass. Henry W. Harvey, Providence, R. I. Geo. Demarest, North Attleborough, Mass. Peter Nerney, Attleborough, Mass. Wm. H. Haskell, Pawtucket, R. I. E. C. Dubois, East Providence, R. I.

H. M. DAGGETT, JR.,
W. A. WALTON,
WM. N. OTIS,
C. T. GUILD,
HENRY W. HARVEY,
GEO. DEMAREST,
PETER NERNEY,
WM. H. HASKELL,
EDWARD C. DUBOIS,
*Directors of the Interstate Street
Railway Company.*
WM. N. OTIS,
Treasurer.

STATE OF RHODE ISLAND.

PROVIDENCE, ss. PAWTUCKET, R. I., Dec. 12, 1892. Then personally appeared Homer M. Daggett, Jr., William N. Otis, Charles T. Guild, Henry W. Harvey, George Demarest, Peter Nerney, William H. Haskell and Edward C. Dubois, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WALTER H. BARNEY,
Justice of the Peace.

REPORT
OF THE
LEOMINSTER STREET RAILWAY COMPANY,
FOR THE SIX MONTHS ENDING MARCH 31, 1892.

[This road was purchased by the Fitchburg Street Railway Company on April 1, 1892.]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$50,000 00
Capital stock authorized by votes of company,	50,000 00
Capital stock paid (par value of shares, \$100; fifty per cent. paid in),	\$25,000 00
Number of stockholders,	62
DEBT.	
Unfunded debt, as follows:	
Outstanding tickets,	\$87 01
TOTAL GROSS DEBT,	\$87 01
Amount of cash assets,	4,284 15
PERMANENT INVESTMENTS.	
RAILWAY.	
TOTAL COST OF CONSTRUCTION,	\$11,267 45
EQUIPMENT.	
Horses,	\$1,736 00
Cars,	1,683 71
Other articles of equipment,	754 22
TOTAL COST OF EQUIPMENT,	\$4,173 93
LAND AND BUILDINGS.	
Land owned by company needed in operating road,	\$650 00
Buildings owned by company needed in operating road,	2,218 16
TOTAL COST OF LAND AND BUILDINGS,	\$2,868 16
OTHER PROPERTY.	
Notes receivable,	\$2,050 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$20,359 54
Cash assets,	4,371 16
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$24,730 70

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.									
Extension of tracks,									\$14 10
New horses,									350 21
New cars,									422 58
Land and buildings,									62 57
TOTAL ADDITION TO PROPERTY,									\$849 46
REVENUE FOR THE SIX MONTHS.									
Received from passengers on railways operated by this company,									\$2,803 70
Income from other sources : Interest,									154 54
TOTAL INCOME FROM ALL SOURCES,									\$2,958 24
EXPENSES OF OPERATING FOR THE YEAR.									
Repairs of road-bed and track,									\$90 40
Repairs of cars and other vehicles, harness and horse-shoeing,									153 54
Repairs of buildings,									62 57
Renewal of horses,									103 00
Wages and salaries of president, treasurer, superintendent and their clerks,									131 25
Wages and salaries of all other persons employed in operating the road,									1,638 13
Provender,									916 16
Taxes, State and local,									72 50
Insurance,									3 00
Office expenses and all other expenses not included above,									545 93
TOTAL EXPENSES OF OPERATING,									\$3,716 48
NET INCOME, DIVIDENDS, ETC.									
TOTAL NET DEFICIT ABOVE OPERATING EXPENSES,									\$758 24
Balance for the year, or deficit,									758 24
Surplus at commencement of year,									157 46
TOTAL DEFICIT MARCH 31, 1892,									\$600 78
INVENTORY OF EQUIPMENT, MARCH 31, 1892.*									
Box cars,									1
Open cars,									1
Horses,									14
Harnesses (pairs of),									8
Harness (single),									1
Other articles of equipment : Snow-plough,									1
MILES RUN, ETC.									
Total number of miles run during the six months,									14,598
Total number of passengers carried in the cars,									52,782
Total number of round trips for the year,									4,866
Number of persons regularly employed by company,									5
Rates of fare,									5 and 6 cents.

* The entire property of this company was sold to the Fitchburg Street Railway Company and turned over to them April 1, 1892. By legislative authority the latter corporation subsequently became the Fitchburg & Leominster Street Railway Company.

PROPER ADDRESS OF THE COMPANY.

LEOMINSTER STREET RAILWAY COMPANY,

LEOMINSTER, MASS.

NAME AND RESIDENCE OF OFFICERS.

Manson D Haws, *President and Superintendent*, North Leominster, Mass.
T. A. Hills, *Treasurer*, Leominster, Mass. George F. Morse, *Clerk of Corporation*, Leominster, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Manson D. Haws, North Leominster, Mass. Charles L. Joslin, Leominster, Mass. George F. Morse, Leominster, Mass. George R. Wallace, Fitchburg, Mass. George W. Weymouth, Fitchburg, Mass. Henry A. Willis, Fitchburg, Mass. Harris C. Hartwell, Fitchburg, Mass.

MANSON D. HAWS,
HENRY A. WILLIS,
GEORGE R. WALLACE,
G. W. WEYMOUTH,

Directors of the Leominster Street Railway Company.

T. A. HILLS,

Treasurer.

MANSON D. HAWS,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 10, 1892. Then personally appeared Manson D. Haws, Henry A. Willis, George R. Wallace, George W. Weymouth and T. A. Hills, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

BENJAMIN F. WALLIS,

Justice of the Peace.

REPORT

OF THE

LOWELL & SUBURBAN STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$400,000 00
Capital stock authorized by votes of company,	400,000 00
Capital stock paid (par value of shares, \$100),	\$300,000 00
Number of stockholders,	79
DEBT.	
Funded debt, as follows,	\$600,000 00
First mortgage bonds due Dec. 1, 1911 (rate of interest 5 per cent.),	\$600,000 00
Unfunded debt, as follows,	421,669 28
Notes payable,	\$265,000 00
Bills payable,	156,669 28
TOTAL GROSS DEBT,	\$1,021,669 28
Amount of cash assets, viz.,	129,496 35
Cash,	\$9,934 83
Supplies,	112,459 39
Debit balances,	7,102 13
NET DEBT,	\$892,172 93
PERMANENT INVESTMENTS.	
RAILWAY.	
Grading and paving,	\$607,932 75
Track, including timber, rails, etc., and laying,	
Interest during construction, commissions, discounts, etc., including overhead construction,	
Engineering, agencies, salaries and other expenses during construction,	
TOTAL COST OF CONSTRUCTION,	\$607,932 75
EQUIPMENT.	
Horses,	\$15,922 00
Cars,	207,701 94
Other articles of equipment,	83,704 99
TOTAL COST OF EQUIPMENT,	\$307,328 93

LAND AND BUILDINGS.	
Land and water privileges owned by company needed in operating road,	\$114,251 21
Buildings owned by company needed in operating road,	142,425 98
TOTAL COST OF LAND AND BUILDINGS,	\$256,677 19
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$1,171,938 87
Cash assets,	129,496 35
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$1,301,435 22
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks, new (number of feet, 66,836),	\$325,495 07
Extension of tracks, reconstructed (number of feet, 40,774), }	
New cars and electric apparatus,	86,753 94
Other equipment, including station machinery,	66,971 99
Land and buildings,	163,576 19
TOTAL ADDITION TO PROPERTY,	\$642,797 19
Property sold or reduced in valuation on the books, viz.:	
Horses sold,	\$9,211 00
Reduction account depreciation in horses,	22,000 00
Reduction account depreciation in tracks,	20,000 00
	51,211 00
NET ADDITION TO PROPERTY FOR THE YEAR,	\$591,586 19
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$212,314 30
Received from sales of manure,	256 00
TOTAL INCOME FROM ALL SOURCES,	\$212,570 30
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$1,894 31
Repairs of cars and other vehicles, harness and horse-shoeing,	12,267 90
Repairs of buildings,	596 13
Renewal of horses,	880 00
Wages and salaries of president, treasurer, superintendent and their clerks,	6,909 73
Wages and salaries of all other persons employed in operating the road,	91,104 80
Provender,	30,525 66
Taxes, State and local,	4,531 92
Insurance,	4,626 41
Damages for injuries to persons and property,	5,525 56
Office expenses, and all other expenses not included above,	23,560 89
TOTAL EXPENSES OF OPERATING,	\$182,423 31
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$30,146 99
Interest accrued during the year,	11,560 92
Dividends declared (6 and 3 per cent. for the year),*	27,000 00
Balance for the year, or deficit,	8,413 93

* Six per cent. for fiscal year ending Sept. 30, 1891, annual dividend; 3 per cent. for six months ending April 30, 1892, semi-annual dividend.

Surplus at commencement of year,	\$23,660 78	
Deduct :		
Depreciation in value of horses,	22,000 00	
Depreciation in value of tracks,	20,000 00	
Premiums paid in retiring of Lowell Horse Railroad and Lowell & Dracut Street Railway bonds,	15,000 00	
Discount on sale of bonds,	11,900 00	
Expense incidental to issue of bonds,	1,580 91	
	<hr/>	
	\$70,480 91	
Add: appreciation, acquirement of water privilege,	35,000 00	
Deficit at commencement of year, as changed by aforesaid entries,		\$11,820 13
		<hr/>
TOTAL DEFICIT SEPT. 30, 1892,		\$20,234 06
INVENTORY OF EQUIPMENT SEPT. 30, 1892.		
Box cars,		57
Open cars,		48
Horses,		124
Harnesses (pairs of),		93
Sleighs,		2
Other articles of equipment :		
Four snow-ploughs, 4 tower wagons, 1 pole wagon, 1 cement wagon, 4 square wagons, 1 light wagon, 3 express wagons, 2 buggies, 3 covered wagons, 1 cart, track tools, line tools, machinery, station and stable imple- ments, office furniture, new office and waiting-room fittings and electric lighting equipment for same.		
Number of box cars fitted with electric motors,		27
Number of open cars fitted with electric motors,		26
Number of electric snow-ploughs,		1
<hr/>		
General Balance Sheet Sept. 30, 1892.		
ASSETS.		
Construction,		\$607,932 75
Equipment,		307,328 93
Land and buildings,		256,677 19
Cash and cash assets,		129,496 35
Deficit,		20,234 06
		<hr/>
TOTAL ASSETS,		\$1,321,669 28
<hr/>		
LIABILITIES.		
Capital stock,		\$300,000 00
Funded debt,		600,000 00
Unfunded debt,		421,669 28
		<hr/>
TOTAL LIABILITIES,		\$1,321,669 28
<hr/>		
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.		
Dr.		
To expenses,		\$182,423 31
interest,		11,560 92
dividends,		27,000 00
depreciation, discount, premiums and incidental expenses,		70,480 91
		<hr/>
		\$291,465 14

CR.								
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	\$23,660 78
total income,	.	.	.	.	.	.	.	212,570 30
appreciation,	.	.	.	.	.	.	.	35,000 00
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	20,234 06
								\$291,465 14

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	37.917 miles.
Aggregate length of switches, sidings, etc.,	2.675 mile.
Total length of track, measured as single track,	40.592 miles.
Total length of track paved,	34.939 miles.
Weight of rail per yard, and description of rail: 35, 40, 45 pounds tram; 50 pounds T; 60 pounds Prov. girder; 90 pounds nine-inch girder.	
Description of the several lines or routes operated by the company:	
Broadway and Centralville.	
Pawtucketville and Nesmith Street.	
Middlesex Street and North Chelmsford.	
Gorham Street.	
Westford Street.	
Lakeview and Lawrence Street.	
Highland and High Street.	
Walker Street.	
Chelmsford Street.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	37.917 miles.

MILES, RUN, ETC.

Total number of miles run during the year,	1,027,058
Total number of passengers carried in the cars,	4,306,606
Total number of round trips for the year,	162,569
Number of persons regularly employed by company,	160
Rates of fare:	
Five cents; 44 tickets for \$2.00; ten cents to Lakeview; round trip, 25 cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	6	-	6
Employees,	-	-	-	-	-	-
Others,	-	-	-	2	-	2

STATEMENT OF EACH ACCIDENT.

Dec. 15, 1891. — A coal wagon struck a car, damaging the latter.
Jan. 1, 1892. — Collision between wagon and car, damaging the former.
January 17. — Collision between car and sleigh, damaging the latter.

January 28. — Collision between wood team and a car, damaging the latter.

February 13. — Collision between sled and car, damaging the latter.

March 19. — Collision between two cars, owing to misplaced switch, causing slight damage.

March 27. — Collision between car and team, slightly damaging the former.

April 11. — A horse unhitched, backed a team into a car, damaging both.

April 18. — A passenger stepped off a car, the latter in motion, fell and scratched his face.

May 6. — An express wagon backed into a car, damaging the latter.

May 22. — A man standing on the front platform of an electric car fell and died some time after.

May 28. — A boy ran directly in front of a moving car, was thrown and slightly injured.

June 3. — Collision between a wagon and car, damaging the former.

June 27. — A lineman burned one of his hands, by contact with a live wire.

July 15. — A team was turned suddenly in front of a car in motion and was damaged.

July 22. — A collision between a team and car, damaging the former.

August 1. — A passenger, in getting off a car at rest, fell and injured one of her legs.

August 3. — Collision between a wagon and car, slightly damaging the former.

August 8. — Collision between a wagon and car, damaging the former.

August 10. — Collision between watering-cart and car; slight damage.

August 13. — A horse attached to a wagon turned quickly towards a car, damaging the wagon.

September 3. — Collision between a wagon and car, damaging the former.

September 5. — Two passengers standing on the running-board of an open car received slight injuries from collision of two cars.

September 12. — Collision between a wagon and car, damaging the latter.

September 23. — A passenger jumped off a moving car, fell and received slight injuries.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Thirty-three and one hundred and sixty-seven one-thousandths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Partly by electric and partly by horse-cars.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston. Single trolley.

Number of miles of track for electric railway under construction Sept. 30, 1892. Six.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Six miles within the city limits, eight miles in suburbs.

PROPER ADDRESS OF THE COMPANY.

LOWELL & SUBURBAN STREET RAILWAY COMPANY,

HOWE BLOCK, MERRIMACK SQUARE, LOWELL, MASS.

NAME AND RESIDENCE OF OFFICERS.

Edw. M. Tucke, *President*, Lowell, Mass. P. F. Sullivan, *General Manager*, Lowell, Mass. Percy Parker, *Treasurer*, Lowell, Mass. P. F. Sullivan, *Clerk of Corporation*, Lowell, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Edw. M. Tucke, Lowell, Mass. August Fels, Lowell, Mass. Percy Parker, Lowell, Mass. E. A. Smith, Lowell, Mass. John Lennon, Lowell, Mass. Miles F. Brennan, Lowell, Mass. S. B. Puffer, Lowell, Mass. Thos. Costello, Lowell, Mass. F. W. Howe, Lowell, Mass. S. Bachman, New York, N. Y. W. M. Sawyer, Lowell, Mass. P. F. Sullivan, Lowell, Mass.

EDWARD M. TUCKE,
MILES F. BRENNAN,
JOHN LENNON,
P. F. SULLIVAN,
PERCY PARKER,
STEPHEN B. PUFFER,
E. A. SMITH,
AUGUST FELS,

*Directors of the Lowell & Suburban Street
Railway Company.*

PERCY PARKER,
Treasurer.

P. F. SULLIVAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 1, 1892. Then personally appeared Edward M. Tucke, Miles F. Brennan, John Lennon, P. F. Sullivan, Percy Parker, Stephen B. Puffer, E. A. Smith and August Fels, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE R. RICHARDSON,
Justice of the Peace.

REPORT

OF THE

LYNN BELT LINE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter, . . .	\$200,000	00	
Capital stock authorized by votes of company, . . .	200,000	00	
Capital stock paid (par value of shares, \$100), . . .	.	.	\$200,000 00
Number of stockholders, . . . . .	.	29	
DEBT.			
Funded debt, as follows :			
Mortgage bonds due 1910 (rate of interest, 5 per cent.), . .			\$100,000 00
Unfunded debt, as follows,			24,980 38
Notes payable,	\$20,924	29	
Bills payable,	4,056	09	
TOTAL GROSS DEBT,			\$124,980 38
Amount of cash assets, viz.,			5,413 24
Cash,	\$1,236	58	
Supplies,	4,176	66	
NET DEBT,			\$119,567 14
PERMANENT INVESTMENTS.			
RAILWAY.			
TOTAL COST OF CONSTRUCTION,			\$141,291 41
EQUIPMENT.			
TOTAL COST OF EQUIPMENT,			\$141,413 19
LAND AND BUILDINGS.			
TOTAL COST OF LAND AND BUILDINGS,			\$47,387 29
TOTAL AMOUNT OF PERMANENT INVESTMENTS,			\$330,091 89
Cash assets,			5,413 24
TOTAL PROPERTY AND ASSETS OF COMPANY,			\$335,505 13
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.			
Extension of tracks,			\$10,981 90
New cars and other equipment,			46,808 74
Land and buildings,			2,109 49
TOTAL ADDITION TO PROPERTY,			\$59,900 13

REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$76,087 05
Income from other sources,	2,735 39
Rents,	\$2,435 39
Advertising in cars,	300 00
TOTAL INCOME FROM ALL SOURCES,	\$78,822 44
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$1,645 41
Repairs of motors and electrical equipment, cars and other vehicles, harness and horse-shoeing,	7,229 03
Wages and salaries of president, treasurer, superintendent and their clerks,	4,732 33
Wages and salaries of all other persons employed in operating the road,	33,552 67
Taxes, State and local,	1,372 55
Insurance,	2,139 96
Damages for injuries to persons and property,	1,136 39
Office expenses and all other expenses not included above,	17,714 68
TOTAL EXPENSES OF OPERATING,	\$69,523 02
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$9,299 42
Interest accrued during the year,	6,614 34
Balance for the year, or surplus,	2,685 08
Surplus at commencement of year,	\$9,357 84
Deduct: depreciation on supply account,	1,518 17
Surplus at commencement of year, as changed by aforesaid entries,	7,839 67
TOTAL SURPLUS SEPT. 30, 1892,	\$10,524 75
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	12
Open cars,	10
Horses,	2
Harnesses (pairs of),	2
Number of box cars fitted with electric motors,	10
Number of open cars fitted with electric motors,	10
Number of electric snow-ploughs,	4
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$141,291 41
Equipment,	141,413 19
Land and buildings,	47,387 29
Cash and cash assets,	5,413 34
TOTAL ASSETS,	\$335,505 13

LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$200,000 00
Funded debt,	.	.	.	.	.	.	.	.	.	100,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	.	24,980 38
Surplus,	.	.	.	.	.	.	.	.	.	10,524 75
TOTAL LIABILITIES,										\$335,505 13

Copy of Profit and Loss Account for the Year ending
Sept. 30, 1892.

Dr.										
To expenses,	.	.	.	.	.	.	.	.	.	\$69,523 02
interest,	.	.	.	.	.	.	.	.	.	6,614 34
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	.	10,524 75
										\$86,662 11
Cr.										
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	.	\$7,839 67
total income,	.	.	.	.	.	.	.	.	.	78,822 44
										\$86,662 11

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	9.68 miles.
Aggregate length of switches, sidings, etc.,	.74 mile.
Total length of track measured as single track,	10.42 miles.
Total length of track paved,	6.66 miles.
Weight of rail per yard, and description of rail: 45 pounds, steel.	
Description of the several lines or routes operated by the company:	
Belt line.	
Glenmere and Central Square.	
Lynnhurst and Central Square.	
Woods Line.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same,	.12 mile.
Leased, without toll, from Thomson-Houston Electric Company.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	9.80 miles.

MILES RUN, ETC.

Total number of miles run during the year,	368,822
Total number of passengers carried in the cars,	1,555,361
Total number of round trips for the year,	61,348
Number of persons regularly employed by company,	55
Rates of fare,	5 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	27
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	3

STATEMENT OF EACH ACCIDENT.

- Oct. 3, 1891.* — Lady caught her foot, in alighting from car, and fell.
- October 10.* — Man fell from car and scratched his face.
- October 14.* — Man jumped from car and hurt his arm.
- October 21.* — A man jumped from a car while it was in motion and fell.
- November 4.* — A team driven at right angles to the track was struck by a car and the driver thrown.
- November 8.* — A lady stepped out on car platform, shutting the door on her dress, which tripped her and she fell.
- November 10.* — Two men thrown from carriage; horse frightened by car.
- Feb. 13, 1892.* — Man stepped from front platform of car in motion and was thrown.
- February 23.* — A horse became frightened by a car and shied onto the sidewalk, throwing the occupants out.
- March 1.* — Lady fell in alighting from car.
- March 6.* — Man fell through car window, cutting himself slightly.
- March 14.* — Man jumped from a car and was thrown.
- March 21.* — A man jumped from car, before it could be stopped, and fell.
- May 4.* — A lady in alighting from car tripped and fell.
- May 9.* — Man jumped from rear platform of car and hurt himself slightly.
- May 17.* — Unknown man fell from car while it was in motion.
- May 25.* — Lady in alighting from car caught the heel of her shoe, tripped and fell.
- May 28.* — Man under the influence of liquor jumped backwards from the car and was rendered unconscious.
- June 1.* — Horse became frightened by car, ran and threw the driver out, injuring him some.
- June 2.* — Lady stepped from car, before it came to a full stop, and fell.
- June 3.* — Lady stepped from car, before it came to a full stop, and fell.
- July 3.* — A man jumped from car, before it stopped, and was thrown.
- August 8.* — An elderly gentleman stepped backwards from a car, while it was still in motion, and was thrown to the ground.
- August 10.* — Several gentlemen, fearing an accident, jumped from car and one was injured.
- August 17.* — A lady stepped from a car while it was moving around a curve; fell, injuring herself slightly.
- September 11.* — Lady fell from car while it was in motion.
- September 15.* — Lady stepped backwards from car and was thrown.
- September 17.* — Boy stepped backwards from car and was thrown.
- September 18.* — Lady riding on front seat of car was struck in the forehead by the brake handle and injured.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Ten and fifty-four one-hundredths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Solely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston. Single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse cars. About seven miles per hour.

PROPER ADDRESS OF THE COMPANY.

LYNN BELT LINE STREET RAILWAY,
43 SPRING STREET, LYNN, MASS.

NAME AND RESIDENCE OF OFFICERS.

Q. A. Towns, *President*, Lynn, Mass. T. W. Adams, *Superintendent*, Lynn, Mass. W. B. Littlefield, *Treasurer*, Lynn, Mass. F. W. Jones, *Clerk of Corporation*, Lynn, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Q. A. Towns, Lynn, Mass. W. B. Littlefield, Lynn, Mass. F. W. Jones, Lynn, Mass. Benj. Orne, Salem, Mass. Warren Toppan, Lynn, Mass. J. P. Ilsley, Philadelphia, Pa. C. O. Beede, Lynn, Mass. George Fuller, Lynn, Mass. Benj. Pitman, Lynn, Mass.

QUINCY A. TOWNS,
WILLIAM B. LITTLEFIELD,
CHAS. O. BEEDE,
FRANK W. JONES,
GEO. FULLER,

*Directors of the Lynn Belt Line Street
Railway Company.*

WILLIAM B. LITTLEFIELD,
Treasurer.
THEODORE W. ADAMS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. LYNN, Oct. 13, 1892. Then personally appeared Quincy A. Towns, William B. Littlefield, Charles O. Beede, Frank W. Jones, George Fuller and T. W. Adams, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ARTHUR S. PALFRAY,
Justice of the Peace.

REPORT
OF THE
LYNN & BOSTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$1,000,000 00	
Capital stock authorized by votes of company,* 700,000 00		
Capital stock paid (par value of shares, \$100), . . .		\$700,000 00
Number of stockholders,	24	
DEBT.		
Funded debt, as follows:		\$700,000 00
Mortgage bonds due May 15, 1900, rate of interest, 6 per cent.,	\$75,000 00	
Bonds due May 1, 1893, rate of interest, 5 per cent.,	100,000 00	
Bonds due May 15, 1900, rate of interest, 5 per cent.,	150,000 00	
Bonds due April 1, 1907, rate of interest, 5 per cent.,	100,000 00	
Bonds due March 1, 1912, rate of interest, 5 per cent.,	275,000 00	
Unfunded debt, as follows:		277,067 27
Notes payable,	150,000 00	
Bills payable,	120,391 98	
Tickets outstanding,	6,675 29	
TOTAL GROSS DEBT,		\$977,067 27
Amount of cash assets, viz ,		254,456 17
Cash,	\$36,118 68	
Supplies,	35,024 39	
Track reconstruction,	163,581 87	
Debit balances,	19,731 23	
NET DEBT,		\$722,611 10
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	}	\$607,668 06
Track, including timber, rails, etc., and laying,		
Interest during construction, commissions, discounts, etc.,		
Engineering, agencies, salaries and other expenses during construction,		
Other railways purchased,		15,409 27
TOTAL COST OF CONSTRUCTION,		\$623,077 33

* Was increased \$100,000 Nov. 2, 1891.

EQUIPMENT.	
Horses,	\$60,900 00
Cars,	121,300 00
Other articles of equipment,	395,134 52
TOTAL COST OF EQUIPMENT,	\$577,334 52
LAND AND BUILDINGS.	
Land and buildings owned by company needed in operating road,	\$322,794 00
TOTAL COST OF LAND AND BUILDINGS,	\$322,794 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$1,523,205 85
Cash assets,	254,456 17
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$1,777,662 02
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 65,909),	\$19,533 88
Other equipment,	249,366 55
Land and buildings,	125,708 25
TOTAL ADDITION TO PROPERTY,	\$394,608 68
Property sold or reduced in valuation on the books, viz ,	30,302 00
Horses sold,	\$28,600 00
One old box car destroyed,	100 00
Harnesses and collars sold and destroyed,	1,602 00
NET ADDITION TO PROPERTY FOR THE YEAR,	\$364,306 68
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$612,184 94
Received from other railways as tolls or rent:	1,721 73
East Middlesex Street Railway Company,	\$989 42
Naumkeag Street Railway Company,	329 23
West End Street Railway Company,	403 08
Received from sales of manure,	2,859 84
TOTAL EARNINGS,	\$616,766 51
Income from other sources:	2,500 00
Advertising in cars,	
TOTAL INCOME FROM ALL SOURCES,	\$619,266 51
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$22,398 14
Repairs of cars and other vehicles, harness and horse-shoeing,	54,615 70
Repairs of buildings,	2,921 26
Renewal of horses,	18,785 00
Wages and salaries of president, treasurer, superintendent and their clerks,	17,153 26
Wages and salaries of all other persons employed in operating the road,	225,704 12
Provender,	73,115 50
Taxes, State and local,	16,659 74

Rent and tolls paid other companies for use of their roads :	\$25,603 56
West End Street Railway Company, . . . \$12,064 58	
Boston & Chelsea Railroad Company, . . . 9,420 58	
Winnisimmet Railroad Company, . . . 4,118 40	
Insurance,	4,463 16
Damages for injuries to persons and property,	7,899 27
Office expenses, and all other expenses not included above, .	53,360 43
TOTAL EXPENSES OF OPERATING,	\$522,679 14
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, .	\$96,587 37
Interest accrued during the year,	33,859 43
Dividends declared, 8 per cent. for the year,*	52,000 00
Balance for the year, or surplus,	10,727 94
Surplus at commencement of year, \$89,228 31	
Add: Balance premium on bonds sold, 638 50	
Surplus at commencement of year, as changed by aforesaid entries,	89,866 81
TOTAL SURPLUS SEPT. 30, 1892,	\$100,594 75
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	117
Open cars,	133
Horses,	609
Harnesses (pairs of),	207
Sleighs,	3
Other articles of equipment :	
Twenty-seven snow-ploughs, 19 snow-sleds, 10 snow-level- lers, 13 wagons, 7 tip-carts, gravel-car, buggies, tower- wagons, steam engine and boilers, machinery and piping in repair shops, steam and electrical equipment for power houses under construction, tools for wood, paint and blacksmith shops, track and overhead line repairs, horse collars, blankets, surcingles, halters, light harnesses, stable and office furniture, telephone line, electrical car and overhead line equipment, etc.	
Number of box cars fitted with electric motors,	38
Number of open cars fitted with electric motors,	37
Number of electric snow-ploughs,†	4
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$623,077 33
Equipment,	577,334 52
Land and buildings,	322,794 00
Cash and cash assets,	254,456 17
TOTAL ASSETS,	\$1,777,662 02

* Four per cent. on \$600,000 capital; four per cent. on \$700,000 capital.
† The motors for ploughs are those used under open cars in summer.

LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$700,000 00
Funded debt,	.	.	.	.	.	.	.	.	.	700,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	.	277,067 27
Surplus,	.	.	.	.	.	.	.	.	.	100,594 75
TOTAL LIABILITIES,										\$1,777,662 02

Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.										
DR.										
To expenses,	.	.	.	.	.	.	.	.	.	\$522,679 14
interest,	.	.	.	.	.	.	.	.	.	33,859 43
dividends,	.	.	.	.	.	.	.	.	.	52,000 00
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	.	100,594 75
										\$709,133 32
CR.										
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	.	\$89,228 31
total income,	.	.	.	.	.	.	.	.	.	619,266 51
balance premium on bonds sold,	.	.	.	.	.	.	.	.	.	638 50
										\$709,133 32

DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as a single track, exclusive of sidings,		53.446 miles.
Aggregate length of switches, sidings, etc ,		3.719 "
Total length of track, measured as single track,		57.165 "
Total length of track paved,		48.1292 "
Weight of rail per yard and description of rail : street rail, 35 to 50 pounds; T rail, 28 to 48 pounds; girder rail, 70 pounds.		
Description of the several lines or routes operated by the company :		
West Lynn and Marblehead; *West Lynn and Swampscott; Swampscott, Lynn and Boston; *Upper Swampscott and Saugus Centre; *Upper Swampscott and Cliftondale; *Myrtle Street and Central Square; *Myrtle Street and Glenmere; *Myrtle Street and Lewis Street; *Myrtle Street and Euclid Avenue; *Myrtle Street and Nahant Beach; *West Lynn and Wyoma (and to Lynn Woods Park in summer); *Peabody and Lynn; *Central Square and Nahant Beach (in summer); *Lynn Highlands and Market Street; Revere and Boston; Crescent Beach and Boston; Revere Beach and Boston (in summer); *Crescent Beach and Point of Pines (in summer); Beachmont and Boston; Chelsea and Boston, via Broadway; Chelsea and Boston, via Washington Avenue (and to Woodlawn Cemetery in summer); Everett and Chelsea.		

* Electric lines.

Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same,	9.921 miles.
Boston and Chelsea Railroad,	4 348 miles.
West End Street Railway,	3.463 “
Winnisimmet Railroad,	1.883 “
Naumkeag Street Railway,	.227 “
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	63.367 miles.

MILES RUN, ETC.

Total number of miles run during the year,	1,942,256
Total number of passengers carried in the cars,	12,103,388
Total number of round trips for the year,	240,542
Number of persons regularly employed by company,	473
Rates of fare, from 5 to 15 cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	18	-	21
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

Oct. 4, 1891. — Woman stepped from moving car, and was thrown to ground.
October 23. — Man stepped backwards from moving car, and fell.
October 26. — Cars collided, slightly injuring three passengers.
October 27. — Woman fell, trying to board moving car.
December 21. — Man fell in leaving moving car.
Jan. 16, 1892. — Man stepped from moving car; slipped on ice, and fell.
February 3. — Man fell in attempting to board moving car.
February 8. — Man fell in attempting to board moving car.
March 5. — Man fell from moving car, and injured his foot.
April 5. — Man fell in leaving moving car.
April 23. — Man got fingers jammed in car door.
May 7. — Man stepped from moving car, and fell, injuring his head.
June 9 — Woman stepped from moving car; fell, and injured her knee.
June 16. — Man stepped backwards from moving car; fell, injured his leg.
July 1. — Man stepped from moving car; fell, and injured his head.
July 2 — Man attempted to board moving car; fell.
August 6. — Man stepped backwards from moving car, and fell.
September 9. — Woman stepped from moving car, and fell.
September 19. — Man under influence of liquor fell while stepping from car at stand-still.

Several other accidents have occurred to passengers during the year, whereby slight injuries were received; such being mostly the result of carelessness on the part of passengers, it is not deemed necessary to detail here.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Thirty-six and twenty one-hundredths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Thirty and twenty-one one-hundredths miles exclusive; five and ninety-nine one-hundredths miles part horses.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston. Overhead. Single trolley.

Number of miles of track for electric railway under construction Sept. 30, 1892. Twenty and ninety-six one-hundredths miles.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Eight miles per hour.

PROPER ADDRESS OF THE COMPANY.

LYNN & BOSTON RAILROAD COMPANY,
13 TREMONT ROW, ROOM 3, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. E. Francis Oliver, *Vice-president and Clerk of Corporation*, Boston, Mass. Elwin C. Foster, *Superintendent*, Revere, Mass. Charles Williams, *Treasurer*, Wakefield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Amos F. Breed, Lynn, Mass. John S. Bartlett, Lynn, Mass. Charles H. Newhall, Lynn, Mass. John H. Cunningham, Chelsea, Mass. E. Francis Oliver, Boston, Mass. Eugene Griffin, Boston, Mass. E. E. Denniston, Philadelphia, Pa. J. P. Ilsley, Philadelphia, Pa.

AMOS F. BREED,
J. H. CUNNINGHAM,
CHARLES H. NEWHALL,
E. FRANCIS OLIVER,
JOHN P. ILSLEY,
J. S. BARTLETT,

*Directors of the Lynn & Boston Railroad
Company.*

CHARLES WILLIAMS,
Treasurer.

ELWIN C. FOSTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 2, 1892. Then personally appeared Amos F. Breed, J. H. Cunningham, Charles H. Newhall, E. Francis Oliver, John P. Ilsley, J. S. Bartlett, Charles Williams and Elwin C. Foster, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

BENTLEY W. WARREN,
Justice of the Peace.

REPORT

OF THE

MANET STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	\$50,000 00		
Capital stock authorized by votes of company,	50,000 00		
Capital stock paid (par value of shares, \$100),		\$45,000 00	
Number of stockholders,	23		
DEBT.			
Unfunded debt, as follows,		\$466 64	
Accounts payable,	\$466 64		
TOTAL GROSS DEBT,		\$466 64	
Amount of cash assets, viz.,		1,729 20	
Cash,	\$521 37		
Supplies,	832 83		
Debit balances,	375 00		
NET SURPLUS,		\$1,262 56	
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving,		\$4,083 55	
Track, including timber, rails, etc., and laying,		19,230 58	
Interest during construction, commissions, discounts, etc.,		93 33	
Engineering, agencies, salaries and other expenses during construction,		2,450 36	
TOTAL COST OF CONSTRUCTION,		\$25,857 82	
EQUIPMENT.			
Cars,		\$11,896 88	
Other articles of equipment,		9,288 45	
TOTAL COST OF EQUIPMENT,		\$21,185 33	

LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . .		\$1,826 00
Buildings owned by company needed in operating road, . . .		1,714 60
TOTAL COST OF LAND AND BUILDINGS,		\$3,540 60
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$50,583 75
Cash assets,		1,729 20
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$52,312 95
PROPERTY ACCOUNTS : CHARGES AND CREDITS DURING THE YEAR.		
New cars (number, 1),		\$2,093 44
Other equipment,		62 50
Land and buildings,		530 68
TOTAL ADDITION TO PROPERTY,		\$2,686 62
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company,		\$8,231 30
Received from mails,		52 79
Income from other sources,		2 50
Interest on unexpired time,	\$2 50	
TOTAL INCOME FROM ALL SOURCES,		\$8,286 59
EXPENSES OF OPERATING FOR THE YEAR.		
Repairs of road-bed and track,		\$207 54
Repairs of cars and other vehicles, harness and horse-shoeing,		123 91
Repair of buildings,		26 29
Wages and salaries of president, treasurer, superintendent and their clerks,		610 00
Wages and salaries of all other persons employed in operating the road,		1,961 07
Taxes, State and local,		667 60
Insurance,		285 25
Damages for injuries to persons and property,		8 00
Office expenses, and all other expenses not included above,		1,970 21
TOTAL EXPENSES OF OPERATING,		\$5,859 87
NET INCOME, DIVIDENDS, ETC.		
TOTAL NET INCOME ABOVE OPERATING EXPENSES,		\$2,426 72
Balance for the year, or surplus,		2,426 72
Surplus at commencement of year,		4,419 59
TOTAL SURPLUS SEPT. 30, 1892,		\$6,846 31
INVENTORY OF EQUIPMENT SEPT. 30, 1892.		
Box cars,		1
Open cars,		6
Other articles of equipment:		
One transfer table, 2 new motors and electrical equipment for car.		
Number of box cars fitted with electric motors,		1
Number of open cars fitted with electric motors,		2

General Balance Sheet Sept. 30, 1892.									
ASSETS.									
Construction,	.	.	.	.	.	.	.	.	\$25,857 82
Equipment,	.	.	.	.	.	.	.	.	21,185 33
Land and buildings,	.	.	.	.	.	.	.	.	3,540 60
Cash and cash assets,	.	.	.	.	.	.	.	.	1,729 20
TOTAL ASSETS,									\$52,312 95
LIABILITIES.									
Capital stock,	.	.	.	.	.	.	.	.	\$45,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	466 64
Surplus,	.	.	.	.	.	.	.	.	6,846 31
TOTAL LIABILITIES,									\$52,312 95
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.									
DR.									
To expenses,	.	.	.	.	.	.	.	.	\$5,859 87
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	6,846 31
									\$12,706 18
CR.									
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	\$4,419 59
total income,	.	.	.	.	.	.	.	.	8,286 59
									\$12,706 18
DESCRIPTION OF RAILWAY.									
Length of railway owned by company, measured as a single track, exclusive of sidings,									3.60 miles.
Aggregate length of switches, sidings, etc.,									.15 mile.
Total length of track, measured as single track,									3.75 miles.
Total length of track paved,									.63 mile.
Weight of rail per yard, and description of rail: Johnson rail on paved portion, 45 pounds to the yard: remainder, 35 pounds T rail.									
Description of the several lines or routes operated by the company:									
Line runs from square near Quincy depot to car house at Hough's Neck, Quincy, through Hancock, Washington, Coddington and Sea streets and Manet Avenue.									
Total length of railway, measured as single track, not including sidings, etc., operated by this company,									3.60 miles.
MILES RUN, ETC.									
Total number of miles run during the year,									25,077.60
Total number of passengers carried in the cars,									90,386
Total number of round trips for the year,									3,483
Number of persons regularly employed by company,									10
Rates of fare,									5 and 10 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	1
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

One accident. One of the cars jumped the track and one passenger claims damages to the extent of \$1,000, on account of nervous troubles.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Three and seventy-five one-hundredths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse cars. Solely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Sprague system (or Edison). Single trolley.

Average speed of the electric cars operated by your company where not impeded by horse cars. Ten to eleven miles per hour.

PROPER ADDRESS OF THE COMPANY.

MANET STREET RAILWAY COMPANY,
EQUITABLE BUILDING, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Albert D. S. Bell, *President*, Cambridge, Mass. George W. Morton, *Superintendent*, Quincy, Mass. Albert D. S. Bell, *Treasurer and Clerk of Corporation*, Cambridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Albert D. S. Bell, Cambridge, Mass. George W. Morton, Quincy, Mass. S. B. Hinckley, Chelsea, Mass. David F. Hinckley, Boston, Mass. A. S. Harris, Chelsea, Mass.

ALBERT D. S. BELL,
GEORGE W. MORTON,
S. B. HINCKLEY,
DAVID F. HINCKLEY,
A. S. HARRIS,
Directors of the Manet Street Railway Company.
A. D. S. BELL,
Treasurer.
GEORGE W. MORTON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 28, 1892. Then personally appeared S. B. Hinckley, David F. Hinckley, A. S. Harris, Geo. W. Morton and A. D. S. Bell, directors, A. D. S. Bell, treasurer, and Geo. W. Morton, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ROBERT T. BABSON,
Justice of the Peace.

REPORT
OF THE
MALDEN & MELROSE RAILROAD COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

[This road is leased to and operated by the West End Street Railway Company.]

CAPITAL STOCK AND DEBT.									
CAPITAL STOCK.									
Capital stock authorized by charter,	.	.	.	.	.	.	.	\$200,000	00
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	200,000	00
Capital stock paid (par value of shares, \$100),	.	.	.	.	.	.	.		\$200,000 00
Number of stockholders,	.	.	.	.	.	.	.	51	
PERMANENT INVESTMENTS.									
RAILWAY.									
TOTAL COST OF CONSTRUCTION,	.	.	.	.	.	.	.		\$165,500 00
TOTAL PROPERTY AND ASSETS OF COMPANY,	.	.	.	.	.	.	.		165,500 00
General Balance Sheet Sept. 30, 1892.									
ASSETS.									
Construction,	.	.	.	.	.	.	.	.	\$165,500 00
Deficit,	.	.	.	.	.	.	.	.	34,500 00
TOTAL ASSETS,	.	.	.	.	.	.	.	.	\$200,000 00
LIABILITIES.									
Capital stock,	.	.	.	.	.	.	.	.	\$200,000 00
TOTAL LIABILITIES,	.	.	.	.	.	.	.	.	\$200,000 00
DESCRIPTION OF RAILWAY.									
Length of railway owned by company, measured as single track, exclusive of sidings,	.	.	.	.	.	.	.	.	6.287 miles.
Aggregate length of switches, sidings, etc.,	.	.	.	.	.	.	.	.	.473 mile.
Total length of track, measured as single track,	.	.	.	.	.	.	.	.	6.760 miles.

PROPER ADDRESS OF THE COMPANY.
MALDEN & MELROSE RAILROAD COMPANY,
No. 81 MILK STREET, ROOM 41, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICER.

John H. Studley, Jr., *Clerk of Corporation*, Malden, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Linus M. Child, Boston, Mass. Charles E. Powers, Boston, Mass. John H. Studley, Boston, Mass. Marcellus Coggan, Malden, Mass. Henry M. Whitney, Brookline, Mass.

LINUS M. CHILD,

MARCELLUS COGGAN,

*Directors of the Malden & Melrose Railroad
Company.*

(This report is a duplicate of the report of 1891, and is so understood by the directors who sign the same.)

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Dec. 6, 1892. Then personally appeared Linus M. Child and Marcellus Coggan, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALFRED W. CARR,

Justice of the Peace.

REPORT

OF THE

MARLBOROUGH STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter, . . .	\$50,000	00	
Capital stock authorized by votes of company, . . .	50,000	00	
Capital stock paid (par value of shares, \$100), . . .	.	.	\$50,000 00
Number of stockholders, . . . . .	.	.	7
DEBT.			
Funded debt, as follows, . . . . .	.	.	\$50,000 00
Bonds due July 1, 1909, rate of interest 6 per cent.,	\$50,000	00	
Unfunded debt, as follows, . . . . .	.	.	20,246 62
Notes payable,	\$17,621	97	
Book accounts payable,	2,624	65	
TOTAL GROSS DEBT, . . . . .	.	.	\$70,246 62
Amount of cash assets, viz., . . . . .	.	.	2,306 63
Cash,	\$2,268	58	
Supplies,	38	05	
NET DEBT, . . . . .	.	.	\$67,939 99
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving, . . . . .	.	.	\$4,562 27
Track, including timber, rails, etc., and laying, . . . . .	.	.	42,067 18
Engineering, agencies, salaries and other expenses during construction, . . . . .	.	.	914 00
TOTAL COST OF CONSTRUCTION, . . . . .	.	.	\$47,543 45
EQUIPMENT.			
Cars, . . . . .	.	.	\$29,107 00
Other articles of equipment, . . . . .	.	.	32,000 45
TOTAL COST OF EQUIPMENT, . . . . .	.	.	\$61,107 45
LAND AND BUILDINGS.			
Land owned by company needed in operating road, . . . . .	.	.	\$980 00
Buildings owned by company needed in operating road, . . . . .	.	.	4,032 67
TOTAL COST OF LAND AND BUILDINGS, . . . . .	.	.	\$5,012 67

OTHER PROPERTY.	
Office and car-house furniture,	\$349 96
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . .	\$114,013 53
Cash assets,	2,306 63
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$116,320 16
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New cars (electrical equipment and snow-plough), number, 1,	\$5,070 25
Land and buildings,	114 36
TOTAL ADDITION TO PROPERTY,	\$5,184 61
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$17,456 85
Income from other sources:	
From sewer contractors for damage to track,	63 08
TOTAL INCOME FROM ALL SOURCES,	\$17,519 93
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$708 78
Repairs of cars and other vehicles, harness and horse-shoeing,	1,311 92
Repairs of buildings,	52 90
Repairs of line,	36 24
Wages and salaries of president, treasurer, superintendent and their clerks,	1,769 20
Wages and salaries of all other persons employed in operating the road,	7,365 98
Coal,	1,174 00
Taxes, State and local,	601 61
Insurance,	148 00
Damages for injuries to persons and property,	1,122 23
Office expenses, and all other expenses not included above, .	1,063 60
TOTAL EXPENSES OF OPERATING,	\$15,354 46
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . .	\$2,165 47
Interest accrued during the year,	3,000 00
Balance for the year, or deficit,	834 53
Deficit at commencement of year,	3,091 93
TOTAL DEFICIT SEPT. 30, 1892,	\$3,926 46
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars (equipped for electrical operation),	3
Open cars (equipped for electrical operation),	4
Snow-ploughs,	1
Other articles of equipment:	
Two engines, 2 dynamos, and all necessary electrical station fittings and appliances; also overhead wire service on streets.	
Number of box cars fitted with electric motors,	3
Number of open cars fitted with electric motors,	4
Number of electric snow-ploughs,	1

General Balance Sheet Sept. 30, 1892.									
ASSETS.									
Construction,	.	.	.	.	.	.	.	.	\$47,543 45
Equipment,	.	.	.	.	.	.	.	.	61,107 45
Land and buildings,	.	.	.	.	.	.	.	.	5,012 67
Other property,	.	.	.	.	.	.	.	.	349 96
Cash and cash assets,	.	.	.	.	.	.	.	.	2,306 63
Deficit,	.	.	.	.	.	.	.	.	3,926 46
TOTAL ASSETS,									\$120,246 62
LIABILITIES.									
Capital stock,	.	.	.	.	.	.	.	.	\$50,000 00
Funded debt,	.	.	.	.	.	.	.	.	50,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	20,246 62
TOTAL LIABILITIES,									\$120,246 62
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.									
DR.									
To balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	\$3,091 93
expenses,	.	.	.	.	.	.	.	.	15,354 46
interest,	.	.	.	.	.	.	.	.	3,000 00
									\$21,446 39
CR.									
By total income,	.	.	.	.	.	.	.	.	\$17,519 93
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	3,926 46
									\$21,446 39
DESCRIPTION OF RAILWAY.									
Length of railway owned by company, measured as a single track, exclusive of sidings,									2.939 miles
Aggregate length of switches, sidings, etc.,									.383 mile.
Total length of track, measured as single track,									3.322 miles.
Weight of rail per yard, and description of rail: 35 pounds Wharton steel girder No 3.									
Description of the several lines or routes operated by the company:									
Extends from Broad Street through Lincoln, Mechanic and Main streets to Maple Street near Howe Street; has three branches, viz , to Middlesex Square; over West Main Street; over Broad Street.									
Total length of track, measured as single track, not including sidings, etc., operated by this company,									2.939 miles.
MILES RUN, ETC.									
Total number of miles run during the year,									46,574
Total number of passengers carried in the cars,									415,192
Total number of round trips for the year,									16,060
Number of persons regularly employed by the company,									16
Rates of fare,									5 and 3½ cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Others,	-	1*	-	-	-	1

STATEMENT OF EACH ACCIDENT.

The injured person, while unhitching his horse from a pole, came in contact with a wire belonging to the railroad, and which was coiled around the pole, the end hanging within reach.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Three and three hundred and twenty-two thousandths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse cars. Solely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Sprague system. Overhead wires. Single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse cars. Six miles per hour.

PROPER ADDRESS OF THE COMPANY.

MARLBOROUGH STREET RAILWAY COMPANY,
MARLBOROUGH, MASS.

NAME AND RESIDENCE OF OFFICERS.

Samuel Boyd, *President*, Marlborough, Mass. Herbert E Bradford, *Superintendent*, Marlborough, Mass. Albe C. Weeks, *Treasurer*, Marlborough, Mass. Samuel C. Darling, *Clerk of Corporation*, Somerville, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Samuel Boyd, Marlborough, Mass. Samuel C. Darling, Somerville, Mass. Edward R. Alley, Marlborough, Mass. Timothy A. Coolidge, Marlborough,

* This accident occurred in 1890 and should have appeared in last report. Damages and costs were paid during the past year.

Mass. James T. Murphy, Marlborough, Mass. Stillman B. Pratt, Boston,
Mass. Albe C. Weeks, Marlborough, Mass.

EDWARD R. ALLEY,
JAMES T. MURPHY,
ALBE C. WEEKS,

*Directors of the Marlborough Street
Railway Company.*

ALBE C. WEEKS,
Treasurer.

H. E. BRADFORD,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. MARLBOROUGH, Nov. 23, 1892. Then personally appeared Edward R. Alley, James T. Murphy, H. E. Bradford and Albe C. Weeks, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES J. ALLISON,
Justice of the Peace.

REPORT

OF THE

MERRIMACK VALLEY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$180,000 00	
Capital stock authorized by votes of company, . . .	180,000 00	
Capital stock paid (par value of shares, \$100), . . .	.	\$180,000 00
Number of stockholders,	7	
DEBT.		
Funded debt, as follows:		
Mortgage bonds due 1911 (rate of interest 5 per cent.),	\$350,000 00	
Unfunded debt, as follows:		
Notes and bills payable,	106,060 28	
TOTAL GROSS DEBT, . . . . .	.	\$456,060 28
Amount of cash assets, viz.:		
Cash, . . . . .	.	383 89
NET DEBT, . . . . .	.	\$455,676 39
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	\$94,329 30	
Track, including timber, rails, etc., and laying,	289,257 01	
TOTAL COST OF CONSTRUCTION, . . . . .	.	\$383,586 31
EQUIPMENT.		
Horses, . . . . .	.	\$1,472 39
Cars, . . . . .	.	86,600 00
Other articles of equipment, . . . . .	.	88,352 74
TOTAL COST OF EQUIPMENT, . . . . .	.	\$176,425 13
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .	.	\$34,000 00
Buildings owned by company needed in operating road, . . . . .	.	60,459 76
TOTAL COST OF LAND AND BUILDINGS, . . . . .	.	\$94,459 76

TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$654,471 20
Cash assets,	383 89
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$654,855 09
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks, number of feet, 8,500 (and extra feed-wire, paving, etc.),	\$27,956 71
New cars (number, 3, and 8 motors),	12,000 00
Other equipment,	28,352 14
Land and buildings,	4,604 36
TOTAL ADDITION TO PROPERTY,	\$72,913 21
Property sold or reduced in valuation on the books, viz.: Horse account,	9,987 35
NET ADDITION TO PROPERTY FOR THE YEAR, . . .	\$62,925 86
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$123,412 75
Income from other sources,	540 00
Rent of office,	\$165 00
Advertising in cars,	375 00
TOTAL INCOME FROM ALL SOURCES,	\$123,952 75
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$6,010 00
Repairs of cars and other vehicles, harness and horse-shoeing,	8,112 24
Fuel,	9,779 60
Wages and salaries of president, treasurer, superintendent and their clerks,	3,249 96
Wages and salaries of all other persons employed in operating the road,	41,724 19
Provender,	961 74
Taxes, State and local,	3,322 16
Incidentals,	3,890 27
Snow account,	1,094 12
Supplies,	1,241 26
Insurance,	1,962 50
TOTAL EXPENSES OF OPERATING,	\$81,348 04
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$42,604 71
Interest accrued during the year,	23,945 16
Balance for the year, or surplus,	18,659 55
Surplus at commencement of year,	\$40,008 81
Deduct: special charge, sundry bills,	1,873 55
special charge, horse account,	3,000 00
discount on bonds,	35,000 00
	39,873 55
Surplus at commencement of year, as changed by aforesaid entries,	135 26
TOTAL SURPLUS SEPT. 30, 1892,	\$18,794 81

INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	24
Open cars,	27
Horses,	7
Harnesses (pairs of),	3
Sleighs,	4
Other articles of equipment :	
Ploughs, safes, carts, wagons, engines, dynamos, stoves, etc.	
Number of box cars fitted with electric motors,	17
Number of electric snow-ploughs,	3

General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$383,586 31
Equipment,	176,425 13
Land and buildings,	94,459 76
Cash and cash assets,	383 89
TOTAL ASSETS,	\$654,855 09

LIABILITIES.	
Capital stock,	\$180,000 00
Funded debt,	350,000 00
Unfunded debt,	106,060 28
Surplus,	18,794 81
TOTAL LIABILITIES,	\$654,855 09

Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
Dr.	
To expenses,	\$81,348 04
interest,	23,945 16
special charge, sundry bills,	1,873 55
special charge, horse account,	3,000 00
discount on sale of bonds,	35,000 00
balance carried forward Sept. 30, 1892,	18,794 81
	\$163,961 56
Cr.	
By balance Sept. 30, 1891,	\$40,008 81
total income,	123,952 75
	\$163,961 56

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	15 miles.
Aggregate length of switches, sidings, etc.,	2 "
Total length of track, measured as single track,	17 "
Total length of track paved,	9 "
Weight of rail per yard, and description of rail: 45 pounds	
T rail, 5.25 miles; 45 pounds girder rail, 3.50 miles;	
48 pounds tram rail, 8.25 miles.	

Description of the several lines or routes operated by the company :		
From Methuen, down Broadway, Essex and Union streets to North Andover.		
From Berkeley Street, down Newbury Street, up Essex Street, through Broadway to South Andover.		
Lawrence, Essex and Water streets.		
Essex, Union, and Andover streets and Broadway.		
Total length of railway, measured as single track, not including sidings, etc., operated by this company, . . .		15 miles.
MILES RUN, ETC.		
Total number of miles run during the year,		461,953
Total number of passengers carried in the cars, . . .		2,468,255
Total number of round trips for the year,		90,500
Number of persons regularly employed by company, . .		65
Rates of fare,		5 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	100	-	3	2	103
Employees,	-	4	-	-	-	4
Others,	-	4	-	-	-	4

STATEMENT OF EACH ACCIDENT.

Oct. 25, 1891. — A messenger slightly bruised by striking against abutment on railroad bridge in Andover, while standing on step of car. Settled.

November 25. — Conductor Hitchcock fell from front platform of car while in motion; injury to foot. Settled.

November 25. — Nathan Prentiss, employee, leg broken by being thrown from tower wagon, in consequence of being struck by car in the dark. Car was in charge of a machinist, who was electrically equipping the same, and it had not yet come into control of the railway company. Settled.

November 25. — Ellen Barry thrown in getting on car at Andover, by its starting. She was not seen by the conductor. Settled.

March 22, 1892. — One McCarthy thrown in trying to get on front platform of car on Essex Street in Lawrence, before it stopped and while in motion; no serious injury. No liability.

March 28. — Patrick Casey struck by a live wire, broken by building being moved on Broadway, Lawrence. Settled.

March 28. — Hugh Moran injured same as above. Settled.

April 24. — Mr. Daily slightly bruised by being thrown against the seat, caused by car coming into collision with another at a turnout. Settled.

June 11. — Two heavily loaded open cars were descending the steep grade on Broadway in Lawrence, near the Andover line, on the way to Andover, when the forward car stopped at a regular stopping place to let off a passenger. Before it was started, the rear car, which could not be stopped so

quickly as was necessary, ran into it with considerable force, causing injuries to a number of passengers upon the rear car, and to one on the rear platform of the front car. The following were injured in consequence of this collision: Wm. H. Smith, motorman, leg broken and bruises; no liability, in consequence of risk of occupation. J. A. Lithgow, conductor, arm broken, face cut; no liability, because of risk of occupation. T. Cumming, face cut and back strained; settled. J. Smith, face cut and ear torn; settled. J. Scannell, ankle sprained and side hurt; settled. J. Splaine, hand and knee bruised; settled. J. Linnehan, knees bruised; settled. J. J. Turner, elbow bruised and punctured; settled. B. T. O'Connell, knees bruised; settled. R. Flinn, bruise and strain of muscles of stomach; settled. J. P. O'Hare, injury to right shoulder; settled. S. C. Logan, knee slightly bruised; settled. J. Sheriden, knee slightly bruised; settled. J. W. Farquhar, injury to head and shoulder; settled. C. S. Stearns, slight scalp wound; settled. Mrs. Abbott, sprained wrist; settled. Mrs. B. J. Cheever, injury to back and knees; settled. H. Ladd, bruised and strained; settled. G. F. McCloud, knee bruised; settled. E. Doucet, strain to back and stomach; settled. C. Marcoux, strained and bruised; settled. P. Digan, injury to elbow and hand; settled. J. E. Donlan, bruised and knee injured; much shocked; settled. J. P. Black, strain to abdominal muscles and kidneys, and injury to hand; settled. M. J. Bruton, severe cut on head and face, near eye; injury to stomach and chest; settled. G. Cullen, bruises; settled. J. W. Carr, bruises and strain to abdominal muscles; settled. C. Flanders, slightly bruised on knee; no claim made. Mrs. Elizabeth Keefe, leg broken and injury to knee; suit pending. John Jackson, cuts and bruises about the head; suit pending. J. J. Whittier, injuries to knee; suit pending. G. E. Gill, knee bruised and wrist strained; suit pending.

June 27. — J. Fielding, slightly shocked from contact with broken trolley wire. Settled.

August 11. — On the night of August 11 very many people from North Andover and Lawrence went upon the cars to the central village of North Andover to attend a band concert. Between eight and nine o'clock a thunder storm of fearful violence arose, accompanied by a deluge of rain. As many of the people as could crowded upon the street cars for shelter from the storm. In the course of half an hour or more the storm abated somewhat, and two of these cars, shackled together and crowded with passengers, started on their return trip. Upon the long down grade near the Johnson high school in North Andover, the cars, heavily loaded as they were, and upon a track wet and slippery from the recent shower, gained such a momentum and speed that it was impossible, as they approached a curve about two hundred feet from the foot of the hill, to stop them or reduce the speed, by the utmost exertion of the brakes or with reversed power. In consequence, upon striking the curve the forward car for some reason left the track, breaking loose from the car behind, and was overturned. Two passengers upon this car sustained injuries which proved fatal, to wit: A. H. McGregor, and Eda C. Larson, both dying in the Lawrence hospital; unsettled. The following were injured: F. Fielding, injury to back and wrist; settled. Chas. McPherson, injury to arm; settled. A. Murphy, injury to hip, chest and back; settled. K. Murphy, fracture of collar-bone, injury to shoulder; settled. D. Sullivan, injury to back and abdominal muscles; settled. W. Lannan, leg bruised, action of heart deranged; settled. J. G. Rankin, arm bruised, wrist wrenched, face and eye bruised, jaw injured and cut, hands lacerated; settled. W. H.

McCarthy, injury to chest and thigh; settled. J. J. Linnehan, arm and shoulder injured; settled. T. Walsh, hand and back injured; settled. C. W. Craig, face cut, hand injured, bruise to back and side; settled. C. F. Maxwell, injury to hand; settled. T. Callahan, injury to shoulder and arm, strained abdomen, derangement of heart action; settled. B. Golden, injury to shoulder; settled. M. Donoghue, bruises and shaken up; settled. P. J. McLaughlin, shoulder, chest and hip bruised; settled. D. J. Murphy, face and head bruised, injury to hand; settled. L. G. Swan, injury to back and knee, chest strained; settled. R. Ray, injury to nose and face; settled. T. Wade, back and shoulders injured; settled. M. Dean, injury to head and leg; settled. C. R. Woodcock, strained abdomen and kidneys; settled. P. F. McCarthy, injury to leg; settled. J. J. Brooks, injury to shoulder; settled. M. Kane, bruises; settled. F. W. Lester, slight bruises on hip and elbow; settled. W. Jenson, injury to hip; settled. W. T. Atkins, injury of the side; settled. J. Lee, injury to thigh and leg, and in side; settled. R. A. Flynn, injury to neck and back; settled. A. G. Burnham, bruised and shaken up; settled. L. P. Johnson, scalp wound; settled. W. J. Hayes, slight bruises; settled. G. Hay, bruised and shaken up; settled. R. F. Tate, bruised and shaken up; settled. J. Flynn, bruised, scratched and shaken up; settled. I. Sorenson, injury to back and side; settled. F. E. McCarthy, slight bruises; settled. F. E. Wilder, injury to knee; settled. Timothy Alman, slight bruises; settled. W. J. Croston, injury to knee; unsettled. Mrs. Croston, nervous derangement: unsettled. E. F. Manahan, injury to shoulder; unsettled. J. Connelly, injury to shoulder and nose; unsettled. N. F. Connelly, injury to jaw and neck; unsettled. J. P. Garvey, injury to neck and knees; unsettled. M. Sullivan, injury to arm and shoulder; unsettled. J. Sullivan, injury to eye, and bruised on hip; unsettled. C. Connors, bruised in back and on knee; unsettled. I. Stott, strain of abdominal muscles and back; unsettled. Mrs. Stott, jarred; unsettled. Master Stott, knees and forehead bruised; unsettled. A. L. Flanders, ankle and back sprained; suit pending. F. E. Twiss, slight injury to wrist; suit pending. B. M. Graves, slight injuries; suit pending. E. Harding, bruises and strains; suit pending. S. J. Kittredge, scalp wound; suit pending. T. A. Huckman, injury to back; suit pending. I. F. Strout, slight bruises; suit pending. A. McGregor, injuries to thigh, and back and left side; suit pending. M. Wall, bruises; suit pending. Edward Dougherty, bruises on hip and injury to back; suit pending. M. Donlan, bruises and abrasions of back and face, and bruises on eye; suit pending. T. Moynihan, injury to collar-bone; suit pending. A. Lowe, scalp wounds and injury to ear; suit pending. A. Regan, bruises claimed; suit pending.

September 2. — W. F. Dolloff, thrown from a cart struck by a car; cuts and bruises. Settled.

September 11. — Horse of one O'Donnell suddenly shied in front of a car, overturning carriage. The car was stopped before any damage was done to those thrown out, but a Mrs. Brown on the car, becoming alarmed, leaped from the car before it stopped, wrenching her ankle. No liability.

September 18. — D. Maine fell in getting off car, in consequence of dress catching, slightly injuring her ankle. Unsettled.

September 22. — A. L. Batterbury, thrown in getting off car. Settled.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Seventeen miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Electricity alone.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston; single trolley; overhead.

Average speed of the electric cars operated by your company, where not impeded by horse-cars From six to seven miles an hour.

PROPER ADDRESS OF THE COMPANY.

MERRIMACK VALLEY STREET RAILWAY COMPANY,
563 ESSEX STREET, LAWRENCE, MASS.

NAME AND RESIDENCE OF OFFICERS.

J. N. Beckley, *President*, Rochester, N. Y. N. E. Morton, *Superintendent*, Lawrence, Mass. A. E. Butler, *Treasurer and Clerk of Corporation*, Lawrence, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. N. Beckley, Rochester, N. Y. C. J. Bissell, Rochester, N. Y. M. H. Briggs, Rochester, N. Y. Jas. Thompson, Rochester, N. Y. A. F. Phillips, Rochester, N. Y. Wm. L. Perrin, Rochester, N. Y. Wm. A. Perrin, Rochester, N. Y.

J. N. BECKLEY,

A. F. PHILLIPS,

CHAS. J. BISSELL,

JAS. S. THOMPSON,

*Directors of the Merrimack Valley Street
Railway Company.*

ALBERT E. BUTLER,

Treasurer.

NATHAN E. MORTON,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 19, 1892. Then personally appeared Albert E. Butler, treasurer, and Nathan E. Morton, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEO. H. EATON,

Justice of the Peace.

STATE OF NEW YORK.

MONROE COUNTY, ss. Nov. 19, 1892. Then personally appeared J. N. Beckley, A. F. Phillips, Charles J. Bissell and James Thompson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEO. D. REED,
Notary Public, Monroe County, N. Y.

REPORT

OF THE

MILFORD & HOPEDALE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock paid (par value of shares, \$100), . . . . .	. . . . .	\$60,000 00
Number of stockholders, . . . . .	. . . . . 10	
DEBT.		
Funded debt, as follows:		
Bonds (rate of interest 6 per cent.), . . . . .	. . . . .	\$60,000 00
TOTAL GROSS DEBT, . . . . .	. . . . .	\$60,000 00
Amount of cash assets, viz.:		
Cash, . . . . .	. . . . .	591 45
NET DEBT, . . . . .	. . . . .	\$59,408 55
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, . . . . .	. . . . .	\$5,000 00
Track, including timber, rails, etc., and laying, . . . . .	. . . . .	37,500 00
Interest during construction, commissions, discounts, etc., . . . . .	. . . . .	2,800 00
Engineering, agencies, salaries and other expenses during construction, . . . . .	. . . . .	5,700 00
TOTAL COST OF CONSTRUCTION, . . . . .	. . . . .	\$51,000 00
EQUIPMENT.		
Cars, . . . . .	. . . . .	\$24,000 00
Other articles of equipment, . . . . .	. . . . .	165 00
TOTAL COST OF EQUIPMENT, . . . . .	. . . . .	\$24,165 00
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .	. . . . .	\$1,000 00
Buildings owned by company needed in operating road, . . . . .	. . . . .	10,000 00
TOTAL COST OF LAND AND BUILDINGS, . . . . .	. . . . .	\$11,000 00

OTHER PROPERTY.	
Batteries, boiler, engines, dynamos, switch board, changing tables, tools, etc.,	\$33,835 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . .	\$120,000 00
Cash assets,	591 45
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$120,591 45
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$7,166 20
Income from other sources,	2,146 51
Advertising,	\$38 35
From Hopedale Electric Car Company for conducting experiments,	2,108 16
TOTAL INCOME FROM ALL SOURCES,	\$9,312 71
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$348 00
Repairs of cars and other vehicles, harness and horse-shoeing,	257 82
Wages and salaries of president, treasurer, superintendent and their clerks,	360 00
Wages and salaries of all other persons employed in operating the road,	5,758 24
Taxes, State and local,	162 81
Office expenses, and all other expenses not included above,	1,507 56
TOTAL EXPENSES OF OPERATING,	\$8,394 43
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . .	\$918 28
Balance for the year, or surplus,	918 28
Deficit at commencement of year,	326 83
TOTAL SURPLUS SEPT. 30, 1892,	\$591 45
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	6
Other articles of equipment:	
One snow-plough.	
Number of box cars fitted with electric motors, . . .	6
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$51,000 00
Equipment,	24,165 00
Land and buildings,	11,000 00
Other property,	33,835 00
Cash and cash assets,	591 45
TOTAL ASSETS,	\$120,591 45
LIABILITIES.	
Capital stock,	\$60,000 00
Funded debt,	60,000 00
Surplus,	591 45
TOTAL LIABILITIES,	\$120,591 45

Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
Dr.	
To balance Sept. 30, 1891,	\$326 83
expenses,	8,394 43
balance carried forward Sept. 30, 1892,	591 45
	\$9,312 71
Cr.	
By total income,	\$9,312 71
	\$9,312 71

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	6.50 miles.
Total length of track, measured as single track,	6.50 "
Weight of rail per yard, and description of rail: 30 and 60 pounds.	
Description of the several lines or routes operated by the company:	
Starts from car house on Central Street and runs to Main Street; then runs in one direction to Hopedale and in the other direction to the "Plains," with a spur track running via School and Purchase streets to Fountain Street, and a spur track running the length of Cedar Street by the cemeteries.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	6.50 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	28,367
Total number of passengers carried in the cars,	143,324
Total number of round trips for the year,	4,703
Number of persons regularly employed by company,	10
Rates of fare,	5 cents.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Six and one-half miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Wholly by electricity.

If storage batteries are used, give the name of the storage battery. The Usher battery.

Average speed of the electric cars operated by your company where not impeded by horse cars. Ten miles per hour.

PROPER ADDRESS OF THE COMPANY.

MILFORD & HOPEDALE STREET RAILWAY COMPANY,

MILFORD, MASS.

NAME AND RESIDENCE OF OFFICERS.

Edward P. Usher, *President and Superintendent*, Grafton, Mass. Albert G. Morse, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. P. Usher, Grafton, Mass. Ezra H. Winchester, Portsmouth, N. H.
J. Albert Walker, Portsmouth, N. H. William F. Draper, Hopedale, Mass.
Henry B. Sprague, Lynn, Mass. Frank W. Morse, Grafton, Mass. Albert G. Morse, Boston, Mass.

EDWARD P. USHER,
WILLIAM F. DRAPER,
ALBERT G. MORSE,
FRANK W. MORSE,
*Directors of the Milford and Hopedale
Street Railway Company.*
ALBERT G. MORSE,
Treasurer.
EDWARD P. USHER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 16, 1892. Then personally appeared Albert G. Morse, William F. Draper, and Frank W. Morse, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDWARD P. USHER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 19, 1892. Then personally appeared Edward P. Usher and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

Before me,

CHAS. E. TODD,
Justice of the Peace.

REPORT

OF THE

NAUMKEAG STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter, . . .	\$250,000	00	
Capital stock authorized by votes of company, . . .	250,000	00	
Capital stock paid (par value of shares, \$100), . . .	.	.	\$250,000 00
Number of stockholders, . . . . .	.	.	7
DEBT.			
Funded debt, as follows, . . . . .	.	.	\$1,200,500 00
Mortgage bonds due 1885, rate of interest 6 per cent.,	\$500	00	
Bonds due 1895, rate of interest 6 per cent.,	50,000	00	
Plain bonds due 1907, rate of interest 5 per cent.,	175,000	00	
Mortgage bonds due 1910, rate of interest 5 per cent.,	725,000	00	
Mortgage bonds due 1906, rate of interest 5 per cent.,	250,000	00	
Unfunded debt, as follows, . . . . .	.	.	166,138 24
Coupons unpaid,	\$987	50	
Tickets outstanding,	481	01	
Debit balances,	164,669	73	
TOTAL GROSS DEBT, . . . . .	.	.	\$1,366,638 24
Amount of cash assets, viz., . . . . .	.	.	492,881 35
Cash,	\$2,162	62	
Supplies,	12,372	43	
Sinking fund,	475,500	00	
Debit balances,	2,846	30	
NET DEBT, . . . . .	.	.	\$873,756 89
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving, . . . . .	.	.	\$293,401 89
Other railways purchased:			
Salem Street Railway,	\$203,556	00	
Salem & Danvers Street Railway Company,	160,754	08	
TOTAL COST OF CONSTRUCTION, . . . . .	.	.	\$657,711 97

EQUIPMENT.		
Horses,		\$30,793 00
Cars,		78,869 00
Other articles of equipment,		253,541 58
TOTAL COST OF EQUIPMENT,		\$363,203 58
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road,		\$123,960 92
TOTAL COST OF LAND AND BUILDINGS,		\$123,960 92
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$1,144,876 47
Cash assets,		492,881 35
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$1,637,757 82
Amount of sinking fund in hands of trustees,		475,500 00
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks (overhead electric),		\$26,261 00
New cars (number, 21),		13,949 00
Other equipment,		25,936 00
Land and buildings,		5,195 95
TOTAL ADDITION TO PROPERTY,		\$71,341 95
Property sold or reduced in valuation on the books, viz.,		7,000 50
Horses,	\$7,000 50	
NET ADDITION TO PROPERTY FOR THE YEAR,		\$64,341 45
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company,		\$240,935 66
Received from sales of manure,		883 82
Income from other sources,		872 00
Rents and advertising,	\$872 00	
TOTAL INCOME FROM ALL SOURCES,		\$242,691 48
EXPENSES OF OPERATING FOR THE YEAR.		
Repairs of road-bed and track,		\$6,499 11
Repairs of cars and other vehicles, harness and horse-shoeing,		11,751 00
Repairs of buildings,		983 34
Renewal of horses,		3,002 69
Wages and salaries of president, treasurer, superintendent and their clerks,		3,502 00
Wages and salaries of all other persons employed in operating the road,		93,538 39
Provender,		25,749 38
Taxes, State and local,		6,121 28
Rent and tolls paid other companies for use of their roads,		637 24
Lynn & Boston Railroad Company,	\$637 24	
Power,		13,085 00
Insurance,		4,137 29
Damages for injuries to persons and property,		1,799 97
Office expenses and all other expenses not included above,		10,808 37
TOTAL EXPENSES OF OPERATING,		\$181,615 06

NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, .	\$61,076 42
Interest accrued during the year,	54,437 50
Balance for the year, or surplus,	6,638 92
Surplus at commencement of year, \$21,480 66	
Deduct: for depreciation on horses, 7,000 00	
Surplus at commencement of year, as changed by aforesaid entries,	14,480 66
TOTAL SURPLUS SEPT. 30, 1892,	\$21,119 58
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	57
Open cars,	76
Horses,	390
Harnesses (pairs of),	170
Omnibuses,	7
Sleighs,	16
Other articles of equipment:	
Electric motors, dynamos, steam engine, carryalls, Concord wagons, express wagons, tip carts, buggies, pungs, bogies, snow-ploughs, snow-levellers, sweeper, boilers, hay cutters, safes, car stoves, registers, water motors, tools, clocks and other equipment.	
Number of box cars fitted with electric motors,	18
Number of open cars fitted with electric motors,	18
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$657,711 97
Equipment,	363,203 58
Land and buildings,	123,960 92
Cash and cash assets,	492,881 35
TOTAL ASSETS,	\$1,637,757 82
LIABILITIES.	
Capital stock,	\$250,000 00
Funded debt,	1,200,500 00
Unfunded debt,	166,138 34
Surplus,	21,119 58
TOTAL LIABILITIES,	\$1,637,757 82
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
DR.	
To expenses,	\$181,615 06
interest,	54,437 50
balance carried forward Sept. 30, 1892,	21,119 58
	\$257,172 14
CR.	
By balance Sept. 30, 1891,	\$14,480 66
total income,	242,691 48
	\$257,172 14

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	33.36 miles.
Aggregate length of switches, sidings, etc.,	4.54 “
Total length of track measured as single track,	37.90 “
Total length of track paved,	35.00 “
Weight of rail per yard, and description of rail: 40, 45 and 50 pounds.	
Description of the several lines or routes operated by the company:	
From Putnamville in Danvers through Danvers, Peabody, Salem, Beverly, Wenham and Hamilton to Asbury Grove in Hamilton.	
From Asylum Station in Danvers, through Danvers, Salem and Marblehead.	
From Danvers Centre through Danvers, Salem and Marblehead.	
From Cabot Street, Beverly, to Chapman’s Corner at Beverly Cove.	
From junction of Essex and Washington streets in Salem to the Salem Willows.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	33.36 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	722.849
Total number of passengers carried in the cars,	4,669,155
Total number of round trips for the year,	152,572
Number of persons regularly employed by company,	170
Rates of fare, 4½, 5, 6½, 7, 8½ and 10 cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	12	-	12
Employees,	-	-	1	-	1	-
Others,	-	1	-	-	-	1

STATEMENT OF EACH ACCIDENT.

Oct. 10, 1891. — A lady stepped from a moving car and was thrown to the ground; injured slightly.

October 23. — A drunken man in attempting to board a moving car fell and was injured.

November 3. — A lady stepped from a car while in motion and was injured.

December 15. — A car collided with a team, damaging the team.

December 24. — A man fell from a moving car and was injured.

Jan. 21, 1892. — A man fell from a car in rounding a curve and was injured.

March 12. — A lady stepped from a moving car and was injured.

April 4. — A lady in alighting from a car tripped and fell to the ground and was injured.

May 30. — A man jumped from a moving car and was injured.

June 12. — A lady left a car while in motion and was injured.

July 3. — A man was caught between two cars on a turnout and was injured.

August 25. — A conductor was struck by a pole and was killed.

September 12. — A drunken man fell from a moving car and was injured.

September 26. — A lady stepped from a moving car and was injured.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Twenty.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Partly by electric cars and part horse-cars.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Edison-Sprague system. Single trolley.

Number of miles of track for electric railway under construction Sept 30, 1892. Six.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Eight miles per hour.

PROPER ADDRESS OF THE COMPANY.

NAUMKEAG STREET RAILWAY COMPANY.

NAME AND RESIDENCE OF OFFICERS.

Benjamin Orne, *President*, Salem, Mass. Joseph F. Hickey, *Superintendent, Treasurer and Clerk of Corporation*, Salem, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Benjamin Orne, Salem, Mass. Charles O. Billings, Boston, Mass. Frederick Swift, New Bedford, Mass. Wendell Goodwin, New York, N. Y.

BENJAMIN ORNE,
FREDERICK SWIFT,
CHARLES O. BILLINGS,
Directors of the Naumkeag Street Railway Company.
JOSEPH F. HICKEY,
Treasurer and Superintendent.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. Dec. 30, 1892. Then personally appeared Benjamin Orne and Joseph F. Hickey, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

WM. L. ALLEN,
Notary Public, New York County.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. Dec. 30, 1892. Then personally appeared Frederick Swift, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

Before me,

W. H. OSBORNE,
*Notary Public, No. 53,
New York City and County.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Dec. 31, 1892. Then personally appeared Charles O. Billings, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

Before me,

FRANCIS HOLLIS,
Justice of the Peace.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$30,000 00	
Capital stock authorized by votes of company, . . .	30,000 00	
Capital stock paid (par value of shares, \$100), . . .	. . .	\$30,000 00
DEBT.		
Unfunded debt, as follows:		
Notes payable, . . . . .	. . . . .	\$1,200 00
TOTAL GROSS DEBT, . . . . .	. . . . .	\$1,200 00
Amount of cash assets, viz., . . . . .	. . . . .	50
Cash,	\$0 50	
NET DEBT, . . . . .	. . . . .	\$1,199 50
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION, . . . . .	. . . . .	\$11,899 34
EQUIPMENT.		
Horses, . . . . .	. . . . .	\$653 04
Cars, . . . . .	. . . . .	723 00
TOTAL COST OF EQUIPMENT, . . . . .	. . . . .	\$1,376 04
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .	. . . . .	\$13,275 38
Cash assets, . . . . .	. . . . .	50
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .	. . . . .	\$13,275 88
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company, . . . . .	. . . . .	\$789 35
TOTAL INCOME FROM ALL SOURCES, . . . . .	. . . . .	\$789 35
EXPENSES OF OPERATING FOR THE YEAR.		
Wages and salaries of all other persons employed in operating the road, . . . . .	. . . . .	\$577 97
Provender, . . . . .	. . . . .	200 36
Insurance, . . . . .	. . . . .	15 00
Office expenses, and all other expenses not included above, . . . . .	. . . . .	543 48
TOTAL EXPENSES OF OPERATING, . . . . .	. . . . .	\$1,336 81

NET INCOME, DIVIDENDS, ETC.	
TOTAL NET DEFICIT ABOVE OPERATING EXPENSES, .	\$547 46
Balance for the year, or deficit,	547 46
Deficit at commencement of year,	17,376 66
TOTAL DEFICIT SEPT. 30, 1892,	\$17,924 12

General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$11,899 34
Equipment,	1,376 04
Cash and cash assets,	50
Deficit,	17,924 12
TOTAL ASSETS,	\$31,200 00
LIABILITIES.	
Capital stock,	\$30,000 00
Unfunded debt,	1,200 00
TOTAL LIABILITIES,	\$31,200 00

Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
DR.	
To balance Sept. 30, 1891,	\$17,376 66
expenses,	1,336 81
	\$18,713 47
CR.	
By total income,	\$789 35
balance carried forward Sept. 30, 1892,	17,924 12
	\$18,713 47

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	1.14 miles.
Total length of track, measured as single track,	1.14 “
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	1.14 “

PROPER ADDRESS OF THE COMPANY.

NANTUCKET BEACH STREET RAILWAY COMPANY,

NANTUCKET, MASS.

NAME AND RESIDENCE OF OFFICERS.

Harvey H. Pratt, *President*, Abington, Mass. Thomas G. Macy, *Superintendent*, Nantucket, Mass. John F. Simmons, *Treasurer*, Hanover, Mass. Thos. G. Macy, *Clerk of Corporation*, Nantucket, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Harvey H. Pratt, Abington, Mass. Thos. G. Macy, Nantucket, Mass.
Leonard A. Whitney, Boston, Mass. H. R. Willson, New York, N. Y. H. W.
Hedenberg, New York, N. Y. John F. Simmons, Hanover, Mass. M. R.
Simmons, Hanover, Mass.

JOHN F. SIMMONS,
THOMAS G. MACY,
MOYSES R. SIMMONS,
HARVEY H. PRATT,
HEGLE R. WILLSON,
HARRY W. HEDENBERG,
*Directors of the Nantucket Beach Street
Railway Company.*
JOHN F. SIMMONS,
Treasurer.
THOMAS G. MACY,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

NANTUCKET, ss. Dec. 29, 1892. Then personally appeared Thomas G. Macy, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

HENRY RIDDELL,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Dec. 30, 1892. Then personally appeared John F. Simmons, Moyses R. Simmons and Harvey H. Pratt, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRED JOY,
Justice of the Peace.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. Jan. 3, 1893. Then personally appeared the within named H. W. Hedenberg and H. R. Willson, and made oath that the within statement by them subscribed is true, according to their best knowledge and belief.

Before me,

PHILIP A. SMYTH,
Notary Public, New York County.

REPORT

OF THE

NATICK ELECTRIC STREET RAILWAY COMPANY,

FOR THE ELEVEN MONTHS ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	.	.	\$60,000 00
Capital stock paid (par value of shares, \$100),	.	.	\$60,000 00
Number of stockholders,	.	.	50
DEBT.			
Unfunded debt, as follows:			
Sundry persons, notes,	.	.	\$30,000 00
Sundry persons, open account,	.	.	2,090 20
TOTAL GROSS DEBT,	.	.	\$32,090 20
Amount of cash assets, viz.,	.	.	5,072 19
Cash,	.	.	\$4,062 67
Supplies,	.	.	499 25
Debit balances,	.	.	510 25
NET DEBT,	.	.	\$27,018 03
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving,	.	.	\$63,595 98
Track, including timber, rails, etc., and laying,	.	.	
Engineering, agencies, salaries, and other expenses during construction,	.	.	136 86
TOTAL COST OF CONSTRUCTION,	.	.	\$63,732 84
EQUIPMENT.			
Cars, trucks and motors,	.	.	\$24,405 92
TOTAL COST OF EQUIPMENT,	.	.	\$24,405 92
LAND AND BUILDINGS.			
Land owned by company needed in operating road,	.	.	\$500 00
Buildings owned by company needed in operating road,	.	.	4,169 94
TOTAL COST OF LAND AND BUILDINGS,	.	.	\$4,669 94

TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .		\$92,808 70
Cash assets,		5,072 17
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .		\$97,880 87
REVENUE FOR THE ELEVEN MONTHS.		
Received from passengers on railways operated by this com- pany,		\$17,299 63
Received from mails and express,		183 37
TOTAL INCOME FROM ALL SOURCES,		\$17,483 00
EXPENSES OF OPERATING FOR THE ELEVEN MONTHS.		
Repairs of road-bed and track,		\$940 31
Repairs of cars and other vehicles, harness and horse-shoeing, Repairs of buildings,		913 21 10 00
Wages and salaries of president, treasurer, superintendent and their clerks,		548 92
Wages and salaries of all other persons employed in oper- ating the road,		5,378 74
Rent of power,		3,358 37
Insurance,		369 18
Damages for injuries to persons and property,		9 00
Office expenses, and all other expenses not included above,		111 65
TOTAL EXPENSES OF OPERATING,		\$11,639 38
NET INCOME, DIVIDENDS, ETC.,		
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . .		\$5,843 62
Interest accrued during the year,		52 95
Balance for the year, or surplus,		5,790 67
TOTAL SURPLUS SEPT. 30, 1892,		\$5,790 67
INVENTORY OF EQUIPMENT SEPT. 30, 1892.		
Box cars,		5
Open cars,		4
Number of box cars fitted with electric motors,		5
Number of open cars fitted with electric motors,		4
General Balance Sheet Sept. 30, 1892.		
ASSETS.		
Construction,		\$63,732 84
Equipment,		24,405 92
Land and buildings,		4,669 94
Cash and cash assets,		5,072 17
TOTAL ASSETS,		\$97,880 87
LIABILITIES.		
Capital stock,		\$60,000 00
Unfunded debt,		32,090 20
Surplus,		5,790 67
TOTAL LIABILITIES,		\$97,880 87

Copy of Profit and Loss Account for the Eleven Months ending Sept. 30, 1892.		
DR.		
To expenses,		\$11,639 38
interest,		52 95
balance carried forward Sept. 30, 1892,		5,790 67
		\$17,483 00
CR.		
By total income,		\$17,483 00
		\$17,483 00
DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as a single track, exclusive of sidings,		6.654 miles.
Aggregate length of switches, sidings, etc.,		.131 mile.
Total length of track, measured as single track,		6.785 miles.
Total length of track paved,		.332 mile.
Weight of rail per yard, and description of rail : 50 pounds ; T.		
Description of the several lines or routes operated by the company :		
Commencing at Catholic church in South Natick, through Natick Centre and West Natick to Concord Street, in South Framingham.		
Total length of railway, measured as single track, not including sidings, etc., operated by this company,		6.654 miles.
MILES RUN, ETC.		
Total number of miles run during the year,		82,356
Total number of passengers carried in the cars,		352,311
Total number of round trips for the year,		10,444
Number of persons regularly employed by company,		13
Rates of fare : 5 and 10 cents.		

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	1
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	2

STATEMENT OF EACH ACCIDENT.

Passenger fell from car.

Man intoxicated, walking on track stepped one side ; when car was just opposite him stepped toward the car, was struck and thrown down.

Man very deaf walking on sidewalk stepped onto car track in front of the car ; motorman reversed current but could not prevent striking and running over him. He died soon after.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Six and seven hundred and eighty-five thousandths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Electricity alone.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston; overhead, single trolley.

Average speed of the electric cars operated by your company where not impeded by horse-cars. Ten miles per hour between villages; six miles per hour in villages.

PROPER ADDRESS OF THE COMPANY.

NATICK ELECTRIC STREET RAILWAY COMPANY,

NATICK, MASS.

TREASURER'S OFFICE, ROOM 63, 620 ATLANTIC AVENUE, BOSTON.

NAME AND RESIDENCE OF OFFICERS.

Albert C. Pond, *President*, Boston, Mass. H. W. True, *Superintendent*, Natick, Mass. Thos. T. Robinson, *Treasurer and Clerk of Corporation*, Dedham, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Albert C. Pond, Boston, Mass. Thos. T. Robinson, Dedham, Mass. W. B. Ferguson, Malden, Mass. W. D. Parlin, Natick, Mass. Francis Bigelow, Natick, Mass. S. A. Smartand, Natick, Mass. H. H. Whitney, Natick, Mass.

ALBERT C. POND,
THOS. T. ROBINSON,
WILLARD B. FERGUSON,
WILLIAM D. PARLIN,
FRANCIS BIGELOW,

*Directors of the Natick Electric Street Railway
Company.*

THOS. T. ROBINSON,
Treasurer.

HENRY W. TRUE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1892. Then personally appeared Albert C. Pond, Thos. T. Robinson, Willard B. Ferguson and Henry W. True, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ROBERT P. CLAPP,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 2, 1892. Then personally appeared William D. Parlin and Francis Bigelow, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ISAAC W. PARKER,
Justice of the Peace.

REPORT
OF THE
NATICK & COCHITUATE STREET RAILWAY COMPANY.

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.										
CAPITAL STOCK.										
Capital stock authorized by charter,	.	.	.	.	.	.	.	.	.	\$60,000 00
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	.	.	60,000 00
Capital stock paid (par value of shares, \$100),	.	.	.	.	.	.	.	.	.	\$31,100 00
DEBT.										
Unfunded debt, as follows:										
Unredeemed tickets,	.	.	.	.	.	.	.	.	.	\$536 72
Loan,	.	.	.	.	.	.	.	.	.	3,500 00
TOTAL GROSS DEBT,	.	.	.	.	.	.	.	.	.	\$4,036 72
Amount of cash assets, viz.:										
Cash,	.	.	.	.	.	.	.	.	.	1,831 10
NET DEBT,	.	.	.	.	.	.	.	.	.	\$2,205 62
PERMANENT INVESTMENTS.										
RAILWAY.										
Grading and paving,	.	.	.	.	.	.	.	.	.	\$24,749 75
Track, including timber, rails, etc., and laying,	.	.	.	.	.	.	.	.	.
Engineering, agencies, salaries and other expenses during construction,	.	.	.	.	.	.	.	.	.	675 00
TOTAL COST OF CONSTRUCTION,										\$25,424 75
EQUIPMENT.										
Horses,	.	.	.	.	.	.	.	.	.	\$872 50
Cars,	.	.	.	.	.	.	.	.	.	4,400 00
Other articles of equipment,	.	.	.	.	.	.	.	.	.	5,829 02
TOTAL COST OF EQUIPMENT,										\$11,101 52
LAND AND BUILDINGS.										
Land owned by company needed in operating road,	.	.	.	.	.	.	.	.	.	\$1,000 00
Buildings owned by company needed in operating road,	.	.	.	.	.	.	.	.	.	3,000 00
TOTAL COST OF LAND AND BUILDINGS,										\$4,000 00

TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$40,526 27
Cash assets,	1,831 10
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$42,357 37
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Electrical construction,	\$3,874 75
New horses (number, 2),	195 00
Other equipment,	5,129 02
TOTAL ADDITION TO PROPERTY,	\$9,198 77
Property sold or reduced in valuation on the books, viz.:	
Horses sold,	\$1,640 00
NET ADDITION TO PROPERTY FOR THE YEAR, . . .	\$7,558 77
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$11,473 03
Received from mails and express,	650 60
Received from sales of manure,	81 00
TOTAL EARNINGS,	\$12,204 63
Income from other sources:	
Use of horses,	\$67 50
Use of coaches,	240 35
Advertising,	6 00
Interest,	872 37
	1,186 22
TOTAL INCOME FROM ALL SOURCES,	\$13,390 85
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$2,279 88
Repairs of cars and other vehicles, harness and horse-shoeing, }	
Wages and salaries of president, treasurer, superintendent and their clerks,	1,550 00
Wages and salaries of all other persons employed in operating the road,	3,675 00
Provender,	1,119 10
Taxes, State and local,	541 71
Electric power,	315 99
Insurance,	238 00
Office expenses, and all other expenses not included above, .	301 07
TOTAL EXPENSES OF OPERATING,	\$10,020 75
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, .	\$3,370 10
Surplus at commencement of year,	\$17,100 55
Deduct:	
Dividends for the year (53 per cent.), . . .	13,250 00
Surplus at commencement of year as changed by aforesaid entries,	3,850 55
TOTAL SURPLUS SEPT. 30, 1892,	\$7,220 65

INVENTORY OF EQUIPMENT SEPT. 30, 1892.

Box cars,	4
Open cars,	3
Horses,	3
Harnesses (pairs of),	5
Omnibuses,	2
Sleighs,	2
Other articles of equipment:	
Snow-plough, furniture wagon, 2 sets sleigh runners.	
Number of box cars fitted with electric motors,	2
Number of open cars fitted with electric motors,	2

General Balance Sheet Sept. 30, 1892.

ASSETS.

Construction,	\$25,424 75
Equipment,	11,101 52
Land and buildings,	4,000 00
Cash and cash assets,	1,831 10
TOTAL ASSETS,	\$42,357 37

LIABILITIES.

Capital stock,	\$31,100 00
Unfunded debt,	4,036 72
Surplus,	7,220 65
TOTAL LIABILITIES,	\$42,357 37

Copy of Profit and Loss Account for the Year ending
Sept. 30, 1892.

DR.

To expenses,	\$10,020 75
dividends,	13,250 00
balance carried forward Sept. 30, 1892,	7,220 65
	\$30,491 40

CR.

By balance Sept. 30, 1891,	\$17,100 55
total income,	13,390 85
	\$30,491 40

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	3 miles.
Aggregate length of switches, sidings, etc., . . . . .	.20 mile.
Total length of track, measured as single track,	3.20 miles.
Total length of track paved,	1.89 miles.
Weight of rail per yard, and description of rail: flat and T, 35 and 45 pounds.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	3 miles.

MILES RUN, ETC.	
Total number of miles run during the year,	41,994
Total number of passengers carried in the cars,	204,281
Total number of round trips for the year,	6,999
Number of persons regularly employed by company,	8
Rates of fare,	5 cents.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Three.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. All by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Westinghouse system. Single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Nine miles per hour.

PROPER ADDRESS OF THE COMPANY.

NATICK & COCHITUATE STREET RAILWAY COMPANY,
NATICK, MASS.

NAME AND RESIDENCE OF OFFICERS.

Harrison Harwood, *President*, Natick, Mass. George F. Keep, *Superintendent*, Cochituate, Mass. Wm. H. Bent, *Treasurer*, Cochituate, Mass. Frank H. Hayes, *Clerk of Corporation*, Natick, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Harrison Harwood, Natick, Mass. Frank H. Hayes, Natick, Mass. Stephen W. Holmes, Natick, Mass. Charles A. Pooke, Natick, Mass. O. A. Felch, Natick, Mass. George F. Keep, Cochituate, Mass. Wm. H. Bent, Cochituate, Mass.

HARRISON HARWOOD,
O. A. FELCH,
WM. H. BENT,
CHARLES A. POOKE,
GEORGE F. KEEP,
FRANK H. HAYES,
*Directors of the Natick & Cochituate Street
Railway Company.*
WM. H. BENT,
Treasurer.
GEORGE F. KEEP,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 2, 1892. Then personally appeared Harrison Harwood, O. A. Felch, Wm. H. Bent, Charles A. Pooke, George F. Keep and Frank H. Hayes, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

STEPHEN W. HOLMES,
Justice of the Peace.

REPORT

OF THE

NEWTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	\$50,000	00	
Capital stock authorized by votes of company,	135,000	00	
Capital stock paid (par value of shares, \$100), . . . . .	.	.	\$135,000 00
Number of stockholders, . . . . .	.	53	
DEBT.			
Funded debt, as follows, . . . . .	.	.	\$100,000 00
Mortgage bonds due 1912, rate of interest 5 per cent.,	\$99,000	00	
Called bonds due 1910, rate of interest 6 per cent.	1,000	00	
Unfunded debt, as follows:			
Due Waltham & Newton stockholders, . . . . .	.	.	200 00
TOTAL GROSS DEBT, . . . . .	.	.	\$100,200 00
Amount of cash assets, viz., . . . . .	.	.	5,210 27
Cash,	\$3,012	88	
Supplies,	2,197	39	
NET DEBT, . . . . .	.	.	\$94,989 73
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving, . . . . .	.	.	\$32,892 88
Track, including timber, rails, etc., and laying, . . . . .	.	.	36,004 20
Interest during construction, commissions, discounts, etc., . . . . .	.	.	2,092 85
Engineering, agencies, salaries and other expenses during construction, . . . . .	.	.	11,726 55
Other railways (original cost, \$52,270.35), purchased for . . . . .	.	.	45,582 56
Overhead construction, . . . . .	.	.	25,979 71
TOTAL COST OF CONSTRUCTION, . . . . .	.	.	\$154,278 75
EQUIPMENT.			
Cars, . . . . .	.	.	\$52,312 21
Other articles of equipment, . . . . .	.	.	14,317 38
TOTAL COST OF EQUIPMENT, . . . . .	.	.	\$66,629 59

LAND AND BUILDINGS.	
Land and buildings in addition to land and buildings included in Waltham and Newton purchase,	\$20,845 38
TOTAL COST OF LAND AND BUILDINGS,	\$20,845 38
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$241,753 72
Cash assets,	5,210 27
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$246,963 99
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New cars (number, 1),	\$1,044 74
Other equipment,	4,607 72
TOTAL ADDITION TO PROPERTY,	\$5,652 46
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$61,496 25
Income from other sources:	
Rents,	\$510 00
Advertising,	747 00
Other sources,	113 15
	1,370 15
TOTAL INCOME FROM ALL SOURCES,	\$62,866 40
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$1,812 17
Repairs of cars and electrical equipments,	4,809 66
Repairs of buildings,	216 47
Wages and salaries of president, treasurer, superintendent and their clerks,	2,625 12
Wages and salaries of all other persons employed in operating the road,	15,223 47
Provender,	325 32
Taxes, State and local,	782 54
Overhead line,	411 91
Electric motive power,	9,525 17
Oil, grease, fuel and legal expenses,	571 25
Insurance,	1,387 67
Damages for injuries to persons and property,	171 00
Office expenses and all other expenses not included above,	2,363 99
TOTAL EXPENSES OF OPERATING,	\$40,225 74
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$22,640 66
Interest accrued during the year,	7,417 46
Dividends declared (7 per cent. for the year),	9,450 00
Balance for the year, or surplus,	5,773 20
Surplus at commencement of year,	\$7,558 86
Deduct: expenses refunding bonds,	1,568 07
Surplus at commencement of year, as changed by aforesaid entries,	5,990 79
TOTAL SURPLUS SEPT. 30, 1892,	\$11,763 99

Description of the several lines or routes operated by the company:	
From Newton (Newton Corner), on Washington Street, through Newtonville and West Newton and thence through Elm, River and Lexington Streets (all in the city of Newton) to Waltham; thence through Moody and Crescent streets, and Moody Street again and thence westerly on Main Street in the city of Waltham.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company, . . .	5.48 miles.
MILES RUN, ETC.	
Total number of miles run during the year, . . .	228,857
Total number of passengers carried in the cars, . . .	1,237,206
Total number of round trips for the year, . . .	20,919
Number of persons regularly employed by company, . .	30
Rates of fare,	5 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Others,	-	3	-	1	-	4

STATEMENT OF EACH ACCIDENT.

Dec. 7, 1891. — Horse frightened at electric snow-plough. Jumped into picket fence, cutting himself badly. Driver thrown out, and considerably bruised.

June 5, 1892. — Horse attached to buggy, frightened at car. Occupants, a man and woman, thrown out. Man had a leg broken and head cut; woman's injuries not serious.

July 20. — Woman stepped off a slowly moving car, and fell; injuries slight.

July 27. — Car collided with wagon. Driver intoxicated and pulled across track twenty feet ahead of rapidly moving car. Driver of wagon thrown off and considerably bruised.

August 5. — Horse hitched by a weight, moved in towards track; struck by running-board of open car, and leg broken.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Five and forty-eight one-hundredths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Solely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston. Overhead. Single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Eight miles per hour.

PROPER ADDRESS OF THE COMPANY.

NEWTON STREET RAILWAY COMPANY,

53 TREMONT STREET, ROOM 3, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Horace B. Parker, *President*, Newtonville, Mass. F. G. L. Henderson, *Superintendent*, West Newton, Mass. Charles W. Smith, *Treasurer*, Boston, Mass. John C. Lane, *Clerk of Corporation*, Norwood, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Horace B. Parker, Newtonville, Mass. Charles W. Smith, Boston, Mass. George W. Morse, Newtonville, Mass. John A. Pray, Boston, Mass. Winthrop Coffin, Newton, Mass. Thomas P. Smith, Waltham, Mass. Ephraim Stearns, Waltham, Mass.

HORACE B. PARKER,
CHAS. W. SMITH,
JOHN A. PRAY,
WINTHROP COFFIN,
GEO. W. MORSE,
THOS. P. SMITH,

*Directors of the Newton Street Railway
Company.*

CHAS. W. SMITH,
Treasurer.

F. G. L. HENDERSON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 24, 1892. Then personally appeared Horace B. Parker, Charles W. Smith, John A. Pray, Winthrop Coffin, George W. Morse, Thomas P. Smith and F. G. L. Henderson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALDEN E. VILES,
Justice of the Peace.

REPORT
OF THE
NEWTON & BOSTON STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$100,000 00
Capital stock authorized by votes of company, . . .	50,000 00
Capital stock paid (par value of shares, \$100), . . .	\$50,000 00
Number of stockholders,	18
DEBT.	
Funded debt, as follows :	
First mortgage bonds due 1912 (rate of interest 5 per cent.),	\$44,650 00
Unfunded debt, as follows :	
Bills payable,	4,600 00
TOTAL GROSS DEBT,	\$49,250 00
Amount of cash assets, viz.,	24,493 06
Cash,	\$24,490 17
Debit balances,	2 89
NET DEBT,	\$24,756 94
PERMANENT INVESTMENTS.	
RAILWAY.	
Grading and paving,	\$24,756 67
Track, including timber, rails, etc., and laying,	27,081 42
Interest during construction, commissions, discounts, etc.,	601 15
Engineering, agencies, salaries and other expenses during construction,	964 80
Overhead line,	5,674 69
TOTAL COST OF CONSTRUCTION (PAID TO OCT. 1, 1892),	\$59,078 73
EQUIPMENT.	
Horses,	\$191 00
Cars,	9,500 00
Other articles of equipment,	862 04
TOTAL COST OF EQUIPMENT,	\$10,553 04

LAND AND BUILDINGS.	
Land and buildings owned by company needed in operating road,	\$7,275 25
TOTAL COST OF LAND AND BUILDINGS,	\$7,275 25
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$76,907 02
Cash assets,	24,493 06
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$101,400 08
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks,	\$59,078 73
New horses,	191 00
New cars (number, 7),	9,500 00
Other equipment,	862 04
Land and buildings,	7,275 25
TOTAL ADDITION TO PROPERTY,	\$76,907 02
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company (September),	\$2,885 50
TOTAL INCOME FROM ALL SOURCES,	\$2,885 50
EXPENSES OF OPERATING FOR THE YEAR.	
Wages and salaries of all other persons employed in operating the road,	\$735 42
TOTAL EXPENSES OF OPERATING (in September),	\$735 42
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$2,150 08
TOTAL SURPLUS SEPT. 30, 1892,	\$2,150 08
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	2
Open cars,	5
Horses,	1
Number of box cars fitted with electric motors,	2
Number of open cars fitted with electric motors,	5
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$59,078 73
Equipment,	10,553 04
Land and buildings,	7,275 25
Cash and cash assets,	24,493 06
TOTAL ASSETS,	\$101,400 08

LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$50,000 00
Funded debt,	.	.	.	.	.	.	.	.	.	44,650 00
Unfunded debt,	.	.	.	.	.	.	.	.	.	4,600 00
Surplus,	.	.	.	.	.	.	.	.	.	2,150 08
TOTAL LIABILITIES,										\$101,400 08
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.										
DR.										
To expenses,	.	.	.	.	.	.	.	.	.	\$735 42
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	.	2,150 08
										\$2,885 50
CR.										
By total income,	.	.	.	.	.	.	.	.	.	\$2,885 50
										\$2,885 50
DESCRIPTION OF RAILWAY.										
Length of railway owned by company, measured as a single track, exclusive of sidings,										3.58 miles.
Aggregate length of switches, sidings, etc.,										.26 mile.
Total length of track, measured as single track,										3.84 miles.
Total length of track paved,										2.65 miles.
Weight of rail per yard, and description of rail: 56 pounds T.										
Description of the several lines or routes operated by the company:										
Commencing on Walnut Street, Newtonville, near track of Boston & Albany Railroad, thence southerly via said Walnut Street to Newton Highlands via Woodward, Elliot and High streets to Newton Upper Falls.										
Total length of railway, measured as single track, not including sidings, etc., operated by this company,										3.58 miles.
MILES, RUN, ETC.										
Total number of miles run (in September),										12,698
Total number of passengers carried in the cars,										57,710
Total number of round trips,										1,849
Number of persons regularly employed by company,										16
Rates of fare,										5 cents.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Three and eighty-four one-hundredths miles.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston. Single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Eight miles per hour.

PROPER ADDRESS OF THE COMPANY.

NEWTON & BOSTON STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAME AND RESIDENCE OF OFFICERS.

Horace B. Parker, *President*, Newtonville, Mass. F. G. L. Henderson, *Superintendent*, West Newton, Mass. James L. Richards, *Treasurer*, Newtonville, Mass. Louis E. P. Smith, *Clerk of Corporation*, Newton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Horace B. Parker, Newtonville, Mass. A. R. Mitchell, Newtonville, Mass. Geo. W. Morse, Newtonville, Mass. James L. Richards, Newtonville, Mass. James W. French, Newton, Mass. Louis E. P. Smith, Newton, Mass. Samuel L. Powers, Newton, Mass.

AUSTIN R. MITCHELL,
GEO. W. MORSE,
HORACE B. PARKER,
JAMES W. FRENCH,
JAMES L. RICHARDS,
SAM'L L. POWERS,
LOUIS E. P. SMITH,

*Directors of the Newton & Boston Street
Railway Company.*

JAMES L. RICHARDS,
Treasurer.

F. G. L. HENDERSON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 31, 1892. Then personally appeared Austin R. Mitchell, Geo. W. Morse, Horace B. Parker, James W. French, James L. Richards, Samuel L. Powers and Louis E. P. Smith, directors of the Newton & Boston Street Railway Company, and James L. Richards, treasurer, and on Nov. 1, 1892, F. G. L. Henderson, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

THOMAS J. KENNY,
Justice of the Peace.

REPORT

OF THE

NEWBURYPORT & AMESBURY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$80,000 00	
Capital stock authorized by votes of company,	80,000 00	
Capital stock paid (par value of shares, \$100), . . . . .	. . . . .	\$80,000 00
Number of stockholders, . . . . .	. . . . . 36	
DEBT.		
Funded debt, as follows :		
Mortgage bonds due Mar. 1, 1912 (rate of interest 5 per cent.), . . . . .	. . . . .	\$350,000 00
Unfunded debt, as follows, . . . . .	. . . . .	60,167 01
Notes payable,	\$54,610 60	
Book debts,	5,556 41	
TOTAL GROSS DEBT, . . . . .	. . . . .	\$410,167 01
Amount of cash assets, viz., . . . . .	. . . . .	18,697 73
Cash,	\$2,401 55	
Supplies,	2,544 02	
Debit balances,	13,752 16	
NET DEBT, . . . . .	. . . . .	\$391,469 28
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION, . . . . .	. . . . .	\$312,437 76
EQUIPMENT.		
Horses, . . . . .	. . . . .	\$754 00
Cars, . . . . .	. . . . .	92,357 30
Other articles of equipment, . . . . .	. . . . .	36,933 68
TOTAL COST OF EQUIPMENT, . . . . .	. . . . .	\$130,044 98
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road, . . . . .	. . . . .	\$44,856 42
TOTAL COST OF LAND AND BUILDINGS, . . . . .	. . . . .	\$44,856 42

TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$487,339 16
Cash assets,	18,697 73
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$506,036 89
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$79,968 60
Received from sales of manure,	50 00
TOTAL EARNINGS,	\$80,018 60
Income from other sources:	
Advertising,	112 50
TOTAL INCOME FROM ALL SOURCES,	\$80,131 10
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$2,504 87
Repairs of cars and other vehicles, harness and horse-shoeing,	9,338 90
Repairs of buildings,	39 25
Wages and salaries of all other persons employed in operating the road,	23,277 91
Provender,	1,079 85
Taxes, State and local,	1,297 10
Snow expense,	907 18
Repairs on power plant,	143 75
Fuel, repairs and sundry expenses at power station,	9,840 64
Line repairs,	508 54
Insurance,	1,421 50
Damages for injuries to persons and property,	771 58
Office expenses and all other expenses not included above,	4,031 83
TOTAL EXPENSES OF OPERATING,	\$55,162 90
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$24,968 20
Interest accrued during the year,	17,899 62
Balance for the year, or surplus,	7,068 58
Surplus at commencement of year,	8,801 30
TOTAL SURPLUS SEPT. 30, 1892,	\$15,869 88
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	16
Open cars,	21
Horses,	6
Harnesses (pairs of),	8
Sleighs,	3
Number of box cars fitted with electric motors,	13
Number of open cars fitted with electric motors,	7
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$312,437 76
Equipment,	130,044 98
Land and buildings,	44,856 42
Cash and cash assets,	18,697 73
TOTAL ASSETS,	\$506,036 89

LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$80,000 00
Funded debt,	.	.	.	.	.	.	.	.	.	350,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	.	60,167 01
Surplus,	.	.	.	.	.	.	.	.	.	15,869 88
TOTAL LIABILITIES,										\$506,036 89

Copy of Profit and Loss Account for the Year ending
Sept. 30, 1892.

Dr.										
To expenses,	.	.	.	.	.	.	.	.	.	\$55,162 90
interest,	.	.	.	.	.	.	.	.	.	17,899 62
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	.	15,869 88
										\$88,932 40
Cr.										
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	.	\$8,801 30
total income,	.	.	.	.	.	.	.	.	.	80,131 10
										\$88,932 40

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	18 646 miles.
Aggregate length of switches, sidings, etc.,	1.683 "
Total length of track measured as single track,	19.729 "
Total length of track paved,	8.047 "
Weight of rail per yard, and description of rail: 35 and 40 pounds, flat and T.	
Description of the several lines or routes operated by the company:	
<i>High Street Line.</i>	
From school-house on Wesley Street, Newburyport, to Parker River bridge in Newbury.	
<i>Main Line.</i>	
From Marlborough Street, Newburyport, to Amesbury Mills, Amesbury.	
<i>Merrimac Line.</i>	
From Amesbury ferry to Sargent's Hall, Merrimac.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	18.036 miles.

MILES RUN, ETC.

Total number of miles run during the year,	288,392
Total number of passengers carried in the cars,	1,598,093
Total number of round trips for the year,	24,906
Number of persons regularly employed by company,	55
Rates of fare,	5 and 10 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	10	-	10	-	20
Employees,	-	-	-	9	-	9
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

- Oct. 13, 1891. — Trolley stand and pole fell and struck a man.
- December 13. — Man and woman thrown from a carriage; horse frightened by car.
- Jan. 9, 1892. — Car collided with a sleigh.
- January 28. — Carriage struck by car and overturned.
- February 5. — Car ran over an embankment, injuring four men and three women.
- April 13. — Man fell from car.
- April 17. — Man fell from car.
- April 26. — Man fell from car.
- June 9. — Man struck by post while standing on the car.
- June 10. — Woman struck by trolley pole.
- June 12. — Man struck by a passing team while about to take a car.
- June 26. — Man struck by a post while standing on the car.
- June 29. — Woman fell while leaving car.
- June 29. — Man thrown from a carriage by collision with car.
- July 2. — Man fell from car.
- July 2. — Car collided with a team.
- July 3. — Man struck by a pole while on the car.
- July 15. — Woman injured by collision of car with bridge.
- July 18. — Woman fell while leaving car.
- July 21. — Car collided with a wagon.
- July 27. — Man fell while leaving car.
- August 25. — Man and horse injured by collision with car.
- August 24. — Car collided with a wagon.
- August 24. — Woman fell while leaving car.
- August 25. — Man injured by car and team colliding.
- September 1. — Boy injured while playing on track.
- September 22. — Man injured by car and team colliding.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Eighteen and forty-six one-thousandths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Solely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston system. Single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Seven miles per hour.

PROPER ADDRESS OF THE COMPANY.

NEWBURYPORT & AMESBURY HORSE RAILROAD COMPANY,
NEWBURYPORT, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles Odell, *President*, Salem, Mass. C. F. Dennis, *Superintendent*, Newburyport, Mass. John H. Crandell, *Treasurer and Clerk of Corporation*, Newburyport, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles Odell, Salem, Mass. Rufus H. Brown, Peabody, Mass. Thomas H. Johnson, Salem, Mass. Charles H. Odell, Salem, Mass. John M. Anderson, Salem, Mass. C. C. G. Thornton, Boston, Mass. George H. Stevens, Newburyport, Mass.

CHARLES ODELL,
THOS. H. JOHNSON,
JOHN M. ANDERSON,
CHARLES H. ODELL,
GEORGE H. STEVENS,

*Directors of the Newburyport & Amesbury
Horse Railroad Company.*

JOHN H. CRANDELL,
Treasurer.

C. F. DENNIS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Dec. 14, 1892. Then personally appeared George H. Stevens, director, John H. Crandell, treasurer, and C. F. Dennis, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

J. V. FELKER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Dec. 15, 1892. Then personally appeared Charles Odell, Thomas H. Johnson, John M. Anderson and Charles H. Odell, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ARTHUR A. FORNESS,
Justice of the Peace.

REPORT

OF THE

NORTHAMPTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$50,000 00
Capital stock authorized by votes of company, . . .	50,000 00
Capital stock paid (par value of shares, \$100), . . .	\$50,000 00
Number of stockholders,	11
DEBT.	
Funded debt, as follows:	
Mortgage bonds due 1909, rate of interest 5 per cent., . . .	\$25,000 00
Unfunded debt, as follows:	
Accounts payable,	7,805 26
TOTAL GROSS DEBT,	\$32,805 26
Amount of cash assets, viz.:	
Cash,	403 81
NET DEBT,	\$32,401 45
PERMANENT INVESTMENTS.	
RAILWAY.	
TOTAL COST OF CONSTRUCTION,	\$38,500 00
EQUIPMENT.	
Horses,	\$8,350 00
Cars,	6,200 00
Other articles of equipment,	4,270 79
TOTAL COST OF EQUIPMENT,	\$18,820 79
LAND AND BUILDINGS.	
Land owned by company needed in operating road, . . .	\$5,350 00
Buildings owned by company needed in operating road, . . .	17,850 50
TOTAL COST OF LAND AND BUILDINGS,	\$23,200 50

TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$80,521 29
Cash assets,	403 81
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$80,925 10
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks,	\$2,500 00
New horses (number, 5),	750 00
Increased valuation of horses,	1,400 00
Other equipment,	1,380 79
Land and buildings,	1,875 00
TOTAL ADDITION TO PROPERTY,	\$7,905 79
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$27,995 40
Received from mails and express,	177 90
Received from sales of manure,	369 00
TOTAL EARNINGS,	\$28,542 30
Income from other sources:	
Rents,	835 50
TOTAL INCOME FROM ALL SOURCES,	\$29,377 80
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$547 84
Repairs of cars and other vehicles, harness and horse-shoeing,	2,201 89
Repairs of buildings,	174 69
Renewal of horses,	836 00
Wages and salaries of president, treasurer, superintendent and their clerks,	1,769 20
Wages and salaries of all other persons employed in operating the road,	8,424 91
Provender,	5,470 96
Taxes, State and local,	297 66
Legal expenses,	677 71
Interest,	1,503 10
Insurance,	749 12
Office expenses and all other expenses not included above,	1,722 13
TOTAL EXPENSES OF OPERATING,	\$24,375 21
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$5,002 59
Balance for the year, or surplus,	5,002 59
Deficit at commencement of year,	\$8,282 75
Deduct: increased valuation of horses,	1,400 00
Deficit at commencement of year, as changed by aforesaid entries,	6,882 75
TOTAL DEFICIT SEPT. 30, 1892,	\$1,880 16
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	6
Open cars,	5
Horses,	67

Harnesses (pairs of),	15
Omnibuses,	1
Sleighs,	1
Other articles of equipment : Three snow-ploughs, 3 carts, 2 wagons, 1 rail bender, sun- dry small tools and supplies.	
General Balance Sheet June 30, 1892.	
ASSETS.	
Construction,	\$38,500 00
Equipment,	18,820 79
Land and buildings,	23,200 50
Cash and cash assets,	403 81
Deficit,	1,880 16
TOTAL ASSETS,	\$82,805 26
LIABILITIES.	
Capital stock,	\$50,000 00
Funded debt,	25,000 00
Unfunded debt,.	7,805 26
TOTAL LIABILITIES,	\$82,805 26
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
DR.	
To balance Sept. 30, 1891,	\$6,882 75
expenses,	24,375 21
	\$31,257 96
CR.	
By total income,	\$29,377 80
balance carried forward Sept. 30, 1892,	1,880 16
	\$31,257 96
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	3.28 miles.
Aggregate length of switches, sidings, etc., . . . . .	.16 mile.
Total length of track, measured as single track,	3 44 miles.
Total length of track paved,	1 mile.
Weight of rail per yard, and description of rail: one mile 32 pounds tram; balance, 35 pounds T rail.	
Total length of railway, measured as single track, not includ- ing sidings, etc., operated by this company,	3.28 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	92,333
Total number of passengers carried in the cars,	407,626
Total number of round trips for the year,	14,429
Number of persons regularly employed by company,	20
Rates of fare,	5 and 10 cents.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	-	-	1
Employees,	-	-	-	-	-	-
Others,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Jan. 29, 1892. — Luke Ahearn says he was pushed from car; claims his ankle was sprained.

February 29. — C. J. Childs, intoxicated and lying on the track in the night, was stepped on by horse.

PROPER ADDRESS OF THE COMPANY.

NORTHAMPTON STREET RAILWAY COMPANY,
NORTHAMPTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

J. C. Hammond, *President*, Northampton, Mass. E. C. Clark, Jr., *Superintendent*, Northampton, Mass. E. C. Clark, *Treasurer*, Northampton, Mass. J. A. Sullivan, *Clerk of Corporation*, Northampton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. C. Hammond, Northampton, Mass. E. C. Clark, Northampton, Mass. H. M. Tyler, Northampton, Mass. E. C. Clark, Jr., Northampton, Mass. Oscar Edwards, Northampton, Mass. J. L. Warriner, Pittsfield, Mass. J. A. Sullivan, Northampton, Mass.

JOHN C. HAMMOND,
J. A. SULLIVAN,
Directors of the Northampton Street Railway Company.
E. C. CLARK,
Treasurer.
E. C. CLARK, JR.,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. Oct. 12, 1892. Then personally appeared John C. Hammond, J. A. Sullivan, E. C. Clark and E. C. Clark, Jr., and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY P. FIELD,
Justice of the Peace.

REPORT

OF THE

NORTH END STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$10,000 00
Capital stock authorized by votes of company, . . .	10,000 00
Capital stock paid (par value of shares, \$100), . . .	\$9,500 00
Number of stockholders,	21
DEBT.	
Unfunded debt, as follows :	
Accounts,	\$35,840 52
TOTAL GROSS DEBT,	\$35,840 52
Amount of cash assets, viz. :	
Cash,	12,028 35
NET DEBT,	\$23,812 17
PERMANENT INVESTMENTS.	
RAILWAY.	
Grading and paving and track, including timber, rails, etc., and laying,	\$30,278 68
TOTAL COST OF CONSTRUCTION,	\$30,278 68
EQUIPMENT.	
Horses,	\$600 00
Cars,	866 80
Other articles of equipment,	159 50
TOTAL COST OF EQUIPMENT,	\$1,626 30
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$31,904 98
Cash assets,	12,028 35
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$43,933 33
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 9,606.60),	\$22,360 88
Other equipment,	109 50
TOTAL ADDITION TO PROPERTY,	\$22,470 38

REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$658 65
TOTAL EARNINGS,	\$658 65
Income from other sources:	
Interest from City Bank,	6 82
TOTAL INCOME FROM ALL SOURCES,	\$665 47
EXPENSES OF OPERATING FOR THE YEAR.	
Road operated under contract for \$4 50 per day, 30 trips on week days and 24 trips on Sundays,	\$1,747 67
Insurance,	15 00
Office expenses, and all other expenses not included above, .	147 80
TOTAL EXPENSES OF OPERATING,	\$1,910 47
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET DEFICIT ABOVE OPERATING EXPENSES, .	\$1,245 00
Balance for the year, or deficit,	1,245 00
Deficit at commencement of year,	162 19
TOTAL DEFICIT SEPT. 30, 1892,	\$1,407 19
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	1
Horses,	4
Harnesses (pairs of),	2
Other articles of equipment:	
Casings, stove, etc., for winter use.	
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$30,278 68
Equipment,	1,626 30
Cash and cash assets,	12,028 35
Deficit,	1,407 19
TOTAL ASSETS,	\$45,340 52
LIABILITIES.	
Capital stock,	\$9,500 00
Unfunded debt,	35,840 52
TOTAL LIABILITIES,	\$45,340 52
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
Dr.	
To balance Sept. 30, 1891,	\$162 19
expenses,	1,910 47
	\$2,072 66

CR.	
By total income,	\$665 47
balance carried forward Sept. 30, 1892,	1,407 19
	<hr/> \$2,072 66 <hr/>
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	2.403 miles.
Aggregate length of switches, sidings, etc., . . . . .	.089 mile.
Total length of track, measured as single track,	2.492 miles.
Total length of track paved,	2.282 miles.
Weight of rail per yard, and description of rail: T, 45 pounds steel; girder, 55 pounds steel.	
Description of the several lines or routes operated by the company:	
Burncoat Street from Adams Square to the intersection of North Avenue, thence extended through North and Barber avenues.	
West Boylston Street from Barber's Crossing to Chadwick Square.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	2.403 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	8,748
Total number of passengers carried in the cars,	21,955
Total number of round trips for the year,	13,768
Number of persons regularly employed by the company,	1 contractor.
Rates of fare,	3 cents.

Number of miles of track for electric railway under construction Sept. 30, 1892. About five miles, or 26,200 feet, from Greendale to the Union depot.

Name of system, or, if storage batteries are to be used, the name of the storage battery. Westinghouse Electric and Manufacturing Company's apparatus.

PROPER ADDRESS OF THE COMPANY.

NORTH END STREET RAILWAY COMPANY,

WORCESTER, MASS.

NAME AND RESIDENCE OF OFFICERS.

William P. Searls, *President and Superintendent*, Worcester, Mass. George F. Barnard, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. P. Curtis, Worcester, Mass. G. A. Barnard, Worcester, Mass. O. A. Kelley, Worcester, Mass. G. K. Mellor, Worcester, Mass. N. Jacques,

Worcester, Mass. H. S. Pratt, Worcester, Mass. F. B. Davidson, Worcester, Mass. W. P. Searls, Worcester, Mass.

E. P. CURTIS,
GEO. A. BARNARD,
G. K. MELLOR,
HENRY S. PRATT,
WM. P. SEARLS,

*Directors of the North End Street
Railway Company.*

G. F. BARNARD,

Treasurer.

WM. P. SEARLS,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. Nov. 2, 1892. Then personally appeared E. P. Curtis, George A. Barnard, G. K. Mellor, Henry S. Pratt and Wm. P. Searls, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. T. RAYMOND,

Justice of the Peace.

REPORT

OF THE

NORTH WOBURN STREET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter, . . .	\$200,000 00		
Capital stock authorized by votes of company, . . .	100,000 00		
Capital stock paid (par value of shares, \$100), . . .	. . .	\$100,000 00	
Number of stockholders, . . . . .	. . . 65		
DEBT.			
Unfunded debt, as follows:			
Notes payable,	\$38,297 23		
Outstanding tickets,	173 19		
Sundry open accounts,	1,534 51		
TOTAL GROSS DEBT, . . . . .	. . . . .	\$40,004 93	
Amount of cash assets, viz., . . . . .	. . . . .	4,792 49	
Cash,	\$3,275 35		
Supplies,	407 04		
Debit balances,	1,110 10		
NET DEBT, . . . . .	. . . . .	\$35,212 44	
PERMANENT INVESTMENTS.			
RAILWAY.			
TOTAL COST OF CONSTRUCTION, . . . . .	. . . . .	\$95,382 79	
EQUIPMENT.			
Horses, . . . . .	. . . . .	\$7,838 96	
Cars, . . . . .	. . . . .	10,580 13	
Other articles of equipment, . . . . .	. . . . .	2,455 92	
TOTAL COST OF EQUIPMENT, . . . . .	. . . . .	\$20,875 01	
LAND AND BUILDINGS.			
Land owned by company needed in operating road, . . .	. . . . .	\$2,397 50	
Buildings owned by company needed in operating road, . .	. . . . .	12,828 22	
TOTAL COST OF LAND AND BUILDINGS, . . . . .	. . . . .	\$15,225 72	
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .	. . . . .	\$131,483 52	
Cash assets, . . . . .	. . . . .	4,792 49	
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .	. . . . .	\$136,276 01	

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (new construction),	\$6,889 99
New horses (number, 10),	1,075 00
TOTAL ADDITION TO PROPERTY,	\$7,964 99
Property sold or reduced in valuation on the books, viz, . .	1,262 32
Horses sold, \$485 00	
Charged off, 777 32	
NET ADDITION TO PROPERTY FOR THE YEAR,	\$6,702 67
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$21,760 90
Received from other railways as tolls or rent,	55 40
Received from sales of manure,	198 77
TOTAL EARNINGS,	\$22,015 07
Income from other sources:	
Advertising in cars,	30 00
TOTAL INCOME FROM ALL SOURCES,	\$22,045 07
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$741 61
Repairs of cars and other vehicles, harness and horse-shoeing, .	1,103 72
Repairs of buildings,	43 27
Renewal of horses,	777 32
Wages and salaries of president, treasurer, superintendent and their clerks,	1,597 92
Wages and salaries of all other persons employed in operating the road,	9,266 51
Provender,	4,590 12
Taxes, State and local,	754 63
Rent and tolls paid other companies for use of their roads, .	74 49
Insurance,	495 79
Office expenses, and all other expenses not included above, .	1,423 06
TOTAL EXPENSES OF OPERATING,	\$20,868 44
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,176 63
Interest accrued during the year,	1,747 19
Balance for the year, or deficit,	570 56
Deficit at commencement of year,	3,158 36
TOTAL DEFICIT SEPT. 30, 1892,	\$3,728 92
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	5
Open cars,	7
Horses,	51
Harnesses (pairs of),	12
Other articles of equipment:	
Two snow-ploughs, 2 snow-levellers, 1 sled, 1 heavy wagon, 1 express wagon, 1 Concord wagon, 1 gig, 1 dump cart, 6 heavy harnesses.	

General Balance Sheet Sept. 30, 1892.

ASSETS.

[illegible]

TOTAL ASSETS,	\$140,004 93
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LIABILITIES.

Capital stock,	\$100,000 00
Unfunded debt,	40,004 93

TOTAL LIABILITIES,	\$140,004 93
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Copy of Profit and Loss Account for the Year ending
Sept. 30, 1892.

DR.

To balance Sept. 30, 1891,	\$3,158	36
expenses,	.	.	.	.	.	.	20,868	44
interest,	.	.	.	.	.	.	1,747	19

\$25,773 99

Cr.

By total income,	\$22,045 07
balance carried forward Sept. 30, 1892,	3,728 92

\$25,773 99

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	7.34 miles.
Aggregate length of switches, sidings, etc., . . . . .	.21 mile.
Total length of track, measured as single track,	7.55 miles.
Total length of track paved,	5.71 "

Description of the several lines or routes operated by the company:

From Woburn the cars run by way of Main Street, through Woburn and Winchester, and by way of Purchase Street in Medford to a junction with the tracks of the West End Street Railway Company at corner of said Purchase Street and High Street in said Medford.

Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same,

.462 mile.

From above-named junction the cars of the company run on a track of the West End Street Railway Company to Medford Square in Medford.

Total length of railway, measured as single track, not including sidings, etc., operated by this company,

7.802 miles.

MILES RUN, ETC.	
Total number of miles run during the year,	109,147
Total number of passengers carried in the cars,	431,274
Total number of round trips for the year,	9,535
Number of persons regularly employed by company,	18
Rates of fare,	5 cents.

PROPER ADDRESS OF THE COMPANY.

NORTH WOBURN STREET RAILROAD COMPANY,
35 CONGRESS STREET, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. John E. Sewell, *Superintendent*, Woburn, Mass. D. H. Sweetser, *Treasurer and Clerk of Corporation*, Lynn, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Amos F. Breed, Lynn, Mass. Gilman F. Jones, Woburn, Mass. John M. Harlow, Woburn, Mass. Benjamin Hinckley, Woburn, Mass. Elwin C. Foster, Revere, Mass. Frank H. Monks, Brookline, Mass. David H. Sweetser, Lynn, Mass.

A. F. BREED,
D. H. SWEETSER,
BENJ. HINCKLEY,
GILMAN F. JONES,

*Directors of the North Woburn Street Railroad
Company.*

D. H. SWEETSER,
Treasurer.

JOHN E. SEWELL,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 8, 1892. Then personally appeared A. F. Breed, D. H. Sweetser, Benj. Hinckley, Gilman F. Jones and John E. Sewell, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM H. HART,
Justice of the Peace.

REPORT

OF THE

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	.	\$40,000	00
Capital stock authorized by votes of company,		40,000	00
Capital stock paid (par value of shares, \$100),	.	.	\$40,000 00
Number of stockholders,	.	.	35
DEBT.			
Unfunded debt, as follows:			
Accounts payable,	.	.	\$2,133 01
TOTAL GROSS DEBT,	.	.	\$2,133 01
Amount of cash assets, viz.,	.	.	1,069 30
Cash,	.	\$1,069	30
NET DEBT,	.	.	\$1,063 71
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving,	.	.	\$2,529 36
Track, including timber, rails, etc., and laying,	.	.	23,783 32
Engineering, agencies, salaries and other expenses during construction,	.	.	2,515 00
TOTAL COST OF CONSTRUCTION,	.	.	\$28,827 68
EQUIPMENT.			
Horses,	.	.	\$347 50
Cars,	.	.	13,689 44
Other articles of equipment,	.	.	487 00
TOTAL COST OF EQUIPMENT,	.	.	\$14,523 94

LAND AND BUILDINGS.	
Land owned by company needed in operating road, . . .	\$800 00
Buildings owned by company needed in operating road, . . .	1,863 92
TOTAL COST OF LAND AND BUILDINGS,	\$2,663 92
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$46,015 54
Cash assets,	1,069 30
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$47,084 84
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks,	\$3,019 51
New cars,	2,235 22
Other equipment,	75 00
TOTAL ADDITION TO PROPERTY,	\$5,329 73
Property sold or reduced in valuation on the books, viz.: . .	52 50
Horse account, \$52 50	
NET ADDITION TO PROPERTY FOR THE YEAR,	\$5,277 23
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$21,613 04
Income from other sources,	299 99
TOTAL INCOME FROM ALL SOURCES,	\$21,913 03
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$1,759 80
Repairs of cars and other vehicles, harness and horse-shoeing, . . .	1,291 09
Repair of buildings,	331 88
Wages and salaries of president, treasurer, superintendent and their clerks,	1,235 38
Wages and salaries of all other persons employed in operating the road,	6,572 91
Provender,	336 38
Taxes, State and local,	614 40
Hired power,	4,510 75
Repairs to line work,	243 12
Repairs to electrical equipment,	631 62
Insurance,	562 61
Office expenses, and all other expenses not included above, . .	1,267 01
TOTAL EXPENSES OF OPERATING,	\$19,356 95
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . .	\$2,556 08
Interest accrued during the year,	50 50
Balance for the year, or surplus,	2,505 58
Surplus at commencement of year,	2,446 25
TOTAL SURPLUS SEPT. 30, 1892,	\$4,951 83

INVENTORY OF EQUIPMENT SEPT. 30, 1892.

Box cars,	4
Open cars,	5
Horses,	3
Harnesses (pairs of),	8
Sleigh,	1
Other articles of equipment:	
One snow-plough, 1 scraper, 2 wagons.	
Number of box cars fitted with electric motors,	2
Number of open cars fitted with electric motors,	2

General Balance Sheet Sept. 30, 1892.

ASSETS.

Construction,	\$28,827 68
Equipment,	14,523 94
Land and buildings,	2,663 92
Cash and cash assets,	1,069 30
TOTAL ASSETS,	\$47,084 84

LIABILITIES.

Capital stock,	\$40,000 00
Unfunded debt,	2,133 01
Surplus,	4,951 83
TOTAL LIABILITIES,	\$47,084 84

Copy of Profit and Loss Account for the Year ending
Sept. 30, 1892.

DR.

To expenses,	\$19,356 95
interest,	50 50
balance carried forward Sept. 30, 1892,	4,951 83
	\$24,359 28

CR.

By balance Sept. 30, 1891,	\$2,446 25
total income,	21,913 03
	\$24,359 28

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	3 miles.
Aggregate length of switches, sidings, etc., . . . . .	.20 mile.
Total length of track, measured as single track,	3.20 miles.
Total length of track paved,	1 mile.

Weight of rail per yard, and description of rail: 35 and 45 pounds flat.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company, . . .	3 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	77,794
Total number of passengers carried in the cars,	412,689
Total number of round trips for the year,	13,567
Number of persons regularly employed by company, . . .	11
Rates of fare; single fare, six cents, five tickets for twenty-five cents.	

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Three miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse cars. Solely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Westinghouse.

Average speed of the electric cars operated by your company where not impeded by horse cars. Eight miles per hour.

PROPER ADDRESS OF THE COMPANY.

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY,
PITTSFIELD, MASS.

NAME AND RESIDENCE OF OFFICERS.

Joseph Tucker, *President*, Pittsfield, Mass. Edward Godfrey, *Superintendent*, Pittsfield, Mass. C. E. Merrill, *Treasurer*, Pittsfield, Mass. J. M. Stevenson, *Clerk of Corporation*, Pittsfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Joseph Tucker, Pittsfield, Mass. Alexander Kennedy, Pittsfield, Mass. P. A. Chase, Lynn, Mass. J. L. Bacon, Pittsfield, Mass. J. W. Hull, Pittsfield, Mass. Walter Cutting, Pittsfield, Mass. C. E. Merrill, Pittsfield, Mass.

JOSEPH TUCKER,
ALEXANDER KENNEDY,
J. L. BACON,
C. E. MERRILL,
*Directors of the Pittsfield Street Railway
Company.*
C. E. MERRILL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. Oct. 19, 1892. Then personally appeared Joseph Tucker, Alexander Kennedy, J. L. Bacon and C. E. Merrill, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEO. SHIPTON,

Justice of the Peace.

REPORT

OF THE

PLYMOUTH & KINGSTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by chap. 20, Acts of 1892, \$100,000 00	
Capital stock authorized by votes of company, 70,000 00	
Capital stock paid (par value of shares, \$100),	\$70,000 00
Number of stockholders, 68	
DEBT.	
Funded debt, as follows,	\$35,000 00
Mortgage bonds due 1910, rate of interest 5	
per cent.,	\$35,000 00
Unfunded debt, as follows,	9,500 00
Note payable,	\$9,500 00
TOTAL GROSS DEBT,	\$44,500 00
Amount of cash assets, viz.,	8,584 89
Cash,	\$7,584 89
Supplies,	1,000 00
NET DEBT,	\$35,915 11
PERMANENT INVESTMENTS.	
RAILWAY.	
TOTAL COST OF CONSTRUCTION,	\$70,230 41
EQUIPMENT.	
Cars,	\$10,738 84
TOTAL COST OF EQUIPMENT,	\$10,738 84
LAND AND BUILDINGS.	
Land owned by company needed in operating road,	\$400 00
Buildings owned by company needed in operating road,	2,531 20
TOTAL COST OF LAND AND BUILDINGS,	\$2,931 20

OTHER PROPERTY.	
Land and buildings at southern terminus of road, . . .	\$18,205 20
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$102,105 65
Cash assets,	8,584 89
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$110,690 54
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 450),	\$2,099 09
New cars (number, 1),	1,941 12
Land and buildings,	1,234 55
TOTAL ADDITION TO PROPERTY,	\$5,274 76
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$25,088 45
TOTAL EARNINGS,	\$25,088 45
Income from other sources,	3,622 72
Rent of land and buildings at southern terminus, \$3,093 08	
Advertising in cars, 34 60	
Refund from Plymouth & Middleborough Railroad, 216 04	
Sale of old junk, etc., \$244.50; refund on insurance, \$34.50, 279 00	
TOTAL INCOME FROM ALL SOURCES,	\$28,711 17
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$523 56
Repairs of cars and equipments,	2,312 94
Repairs of buildings,	230 27
Power,	4,400 33
Wages and salaries of president, treasurer, superintendent and their clerks,	1,833 11
Wages and salaries of all other persons employed in operating the road,	6,182 85
Supplies,	1,289 29
Taxes, State and local,	495 08
Snow storms, \$277.09; express and freight charges, \$285.16; light, \$108.26,	670 51
Services of expert, \$167.56; fuel, \$63.99; horse, keeping, \$102.86,	334 41
Stationery and printing, \$125.06; use of telephone, \$26.41,	151 47
Rent of office, \$62 50; testing power, \$14 48,	76 98
Insurance,	830 78
Damages for injuries to persons and property,	16 75
Office expenses and all other expenses not included above,	511 43
TOTAL EXPENSES OF OPERATING,	\$19,859 76
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$8,851 41
Interest accrued during the year,	3,389 44
Dividends declared (6 per cent. for the year on \$35,000),	2,100 00
Balance for the year, or surplus,	3,361 97
Deficit at commencement of year, as changed by aforesaid entries,	7,171 43
TOTAL DEFICIT SEPT. 30, 1892,	\$3,809 46

INVENTORY OF EQUIPMENT SEPT. 30, 1892.							
Box cars,	.	.	.	.	.	.	4
Open cars,	.	.	.	.	.	.	6
Harnesses (pairs of),	.	.	.	.	.	.	1
Other articles of equipment:							
Leveller, wagon.							
Number of box cars fitted with electric motors,	.	.	.	.	.	.	4
Number of open cars fitted with electric motors,	.	.	.	.	.	.	2
General Balance Sheet Sept. 30, 1892.							
ASSETS.							
Construction,	.	.	.	.	.	.	\$70,230 41
Equipment,	.	.	.	.	.	.	10,738 84
Land and buildings,	.	.	.	.	.	.	2,931 20
Other property,,	.	.	.	.	.	.	18,205 20
Cash and cash assets,	.	.	.	.	.	.	8,584 89
Deficit,	.	.	.	.	.	.	3,809 46
TOTAL ASSETS,	.	.	.	.	.	.	\$114,500 00
LIABILITIES.							
Capital stock,	.	.	.	.	.	.	\$70,000 00
Funded debt,	.	.	.	.	.	.	35,000 00
Unfunded debt,	.	.	.	.	.	.	9,500 00
TOTAL LIABILITIES,	.	.	.	.	.	.	\$114,500 00
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.							
DR.							
To balance Sept. 30, 1891,	.	.	.	.	.	.	\$7,171 43
expenses,	.	.	.	.	.	.	19,859 76
interest,	.	.	.	.	.	.	3,389 44
dividends,	.	.	.	.	.	.	2,100 00
							\$32,520 63
CR.							
By total income,	.	.	.	.	.	.	\$28,711 17
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	3,809 46
							\$32,520 63
DESCRIPTION OF RAILWAY.							
Length of railway owned by company, measured as a single track, exclusive of sidings,	.	.	.	.	.	.	6.25 miles.
Aggregate length of switches, sidings, etc.,	.	.	.	.	.	.	.34 mile.
Total length of track, measured as single track,	.	.	.	.	.	.	6.59 miles.
Total length of track paved,	.	.	.	.	.	.	575 feet.
Weight of rail per yard, and description of rail : 35 pounds T.							
Description of the several lines or routes operated by the company :							
From Hotel Pilgrim in Plymouth, to store of Philander Cobb in Kingston.							
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	.	.	.	.	.	.	6.25 miles.

MILES RUN, ETC.	
Total number of miles run during the year,	104,091
Total number of passengers carried in the cars,	504,115
Total number of round trips for the year,	8,327
Number of persons regularly employed by company: 7, eight months; 12, four months.	
Rates of fare, 5 and 10 cents.	

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Six and fifty-nine one-hundredths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Solely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston; single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. About ten miles per hour.

PROPER ADDRESS OF THE COMPANY.

PLYMOUTH & KINGSTON STREET RAILWAY COMPANY,
PLYMOUTH, MASS.

NAME AND RESIDENCE OF OFFICERS.

John H. Cunningham, *President*, Chelsea, Mass. Charles E. Barnes, *Superintendent*, Plymouth, Mass. James D. Thurber, *Treasurer*, Plymouth, Mass. Thomas Loring, *Clerk of Corporation*, Newtonville, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John H. Cunningham, Chelsea, Mass. William H. Hidden, Cambridgeport, Mass. Albert L. Gordon, Newtonville, Mass. Austin R. Mitchell, Newtonville, Mass. Edward P. Shaw, Newburyport, Mass. Willard B. Ferguson, Malden, Mass. Charles E. Barnes, Plymouth, Mass.

J. H. CUNNINGHAM,
W. B. FERGUSON,
A. R. MITCHELL,
CHARLES E. BARNES,

*Directors of the Plymouth & Kingston
Street Railway Company.*

JAS. D. THURBER,
Treasurer.

CHARLES E. BARNES,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 27, 1892. Then personally appeared J. H. Cunningham, A. R. Mitchell, Charles E Barnes and W. B. Ferguson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SAMUEL C. DARLING,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Oct. 25, 1892. Then personally appeared James D. Thurber and Charles E. Barnes, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

GEORGE S. DYER,
Justice of the Peace.

REPORT

OF THE

QUINCY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[This road is leased to and operated by the Quincy & Boston Street Railway Company.]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$40,000 00
Capital stock authorized by votes of company,	37,200 00
Capital stock paid (par value of shares, \$100),	\$37,200 00
Number of stockholders,	81
PERMANENT INVESTMENTS.	
RAILWAY.	
Grading and paving,	\$7,907 67
Track, including timber, rails, etc., and laying,	20,009 63
Interest during construction, commissions, discounts, etc.,	68 03
Engineering, agencies, salaries and other expenses during construction,	362 50
TOTAL COST OF CONSTRUCTION,	\$28,347 83
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$28,347 83
Cash assets,	7,834 29
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$36,182 12
REVENUE FOR THE YEAR.	
Received from other railways as tolls or rent:	
Quincy & Boston Street Railway Company,	\$2,344 93
TOTAL INCOME FROM ALL SOURCES,	\$2,344 93
EXPENSES OF OPERATING FOR THE YEAR.	
Wages and salaries of president, treasurer, superintendent and their clerks,	\$125 00
Taxes, State and local,	532 43
TOTAL EXPENSES OF OPERATING,	\$657 43
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,687 50
Dividends declared, 4½ per cent. for the year,	1,674 00
Balance for the year, or surplus,	13 50
Deficit at commencement of year,	1,031 38
DEFICIT SEPT. 30, 1892,	\$1,017 88

General Balance Sheet Sept. 30, 1892.										
ASSETS.										
Construction,	.	.	.	.	.	.	.	.	.	\$28,347 83
Cash and cash assets,	.	.	.	.	.	.	.	.	.	7,834 29
Deficit,	.	.	.	.	.	.	.	.	.	1,017 88
TOTAL ASSETS,										\$37,200 00
LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$37,200 00
TOTAL LIABILITIES,										\$37,200 00
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.										
Dr.										
To balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	.	\$1,031 38
expenses,	.	.	.	.	.	.	.	.	.	657 43
dividends,	.	.	.	.	.	.	.	.	.	1,674 00
										\$3,362 81
Cr.										
By total income,	.	.	.	.	.	.	.	.	.	\$2,344 93
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	.	1,017 88
										\$3,362 81
DESCRIPTION OF RAILWAY.										
Length of railway owned by company, measured as a single track, exclusive of sidings,										4.26 miles.
Aggregate length of switches, sidings, etc.,										.26 mile.
Total length of track, measured as single track,										4.52 miles.
Total length of track paved,										1.75 "
Weight of rail per yard, and description of rail: 30 and 35 pounds, T.										

PROPER ADDRESS OF THE COMPANY.

QUINCY STREET RAILWAY COMPANY,
QUINCY, MASS.

NAME AND RESIDENCE OF OFFICERS.

John F. Merrill, *President*, Quincy, Mass. Fred'k H. Smith, *Treasurer and Clerk of Corporation*, Quincy Point, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John F. Merrill, Quincy, Mass. Frank P. Waterhouse, Wollaston, Mass.
Fred'k H. Smith, Quincy Point, Mass. J. Parker Hayward, Braintree, Mass.

George L. Gill, Quincy, Mass. Henry McGrath, Quincy, Mass. Herbert M. Federhen, Quincy Point, Mass.

JOHN F. MERRILL,
FRED'K H. SMITH,
J. PARKER HAYWARD,
HERBERT M. FEDERHEN,
GEORGE L. GILL,
FRANK P. WATERHOUSE,
*Directors of the Quincy Street Railway
Company.*
FRED'K H. SMITH,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. QUINCY, Oct. 6, 1892. Then personally appeared John F. Merrill, Fred'k H. Smith, J. Parker Hayward and Herbert M. Federhen, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WALTER M. PACKARD,
Justice of the Peace.

REPORT

OF THE

QUINCY & BOSTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	\$50,000	00	
Capital stock authorized by votes of company,	50,000	00	
Capital stock paid (par value of shares, \$100), . . . . .	.	.	\$50,000 00
Number of stockholders, . . . . .	.	44	
DEBT.			
Unfunded debt, as follows, . . . . .	.	.	\$72,967 89
Notes payable,	\$60,600	00	
Bills payable,	4,543	02	
Quincy Street Railway Company, under lease, supplies and equipment,	7,824	87	
TOTAL GROSS DEBT, . . . . .	.	.	\$72,967 89
Amount of cash assets, viz., . . . . .	.	.	8,668 23
Cash,	\$2,831	07	
Supplies,	5,790	04	
Railroad tickets,	47	12	
NET DEBT, . . . . .	.	.	\$64,299 66
PERMANENT INVESTMENTS.			
RAILWAY.			
Grading and paving, . . . . .	.	.	\$5,101 22
Track, including timber, rails, etc., and laying, . . . . .	.	.	37,240 19
Interest during construction, commissions, discounts, etc., . . . . .	.	.	5,168 50
Engineering, agencies, salaries and other expenses during construction, . . . . .	.	.	2,920 02
TOTAL COST OF CONSTRUCTION, . . . . .	.	.	\$50,429 93
EQUIPMENT.			
Horses, . . . . .	.	.	\$180 00
Cars, . . . . .	.	.	35,383 31
Other articles of equipment, . . . . .	.	.	449 31
TOTAL COST OF EQUIPMENT, . . . . .	.	.	\$36,012 62
LAND AND BUILDINGS.			
Land owned by company needed in operating road, . . . . .	.	.	\$22,841 28
Buildings owned by company needed in operating road, . . . . .	.	.	18,099 60
TOTAL COST OF LAND AND BUILDINGS, . . . . .	.	.	\$40,940 88

TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$127,383 43
Cash assets,	8,668 23
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$136,051 66
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks,	\$11,456 60
Other equipment,	3,160 25
Land and buildings,	36,196 99
TOTAL ADDITION TO PROPERTY,	\$50,813 84
Property sold or reduced in valuation on the books, viz.:	
Land sold at Atlantic,	3,001 25
NET ADDITION TO PROPERTY FOR THE YEAR, . . .	\$47,812 59
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$34,479 97
Income from other sources,	1,794 40
Advertising,	\$337 50
Rents,	1,091 39
Profit on Old Colony Railroad tickets, . . .	365 51
TOTAL INCOME FROM ALL SOURCES,	\$36,274 37
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$1,718 16
Repairs of cars and other vehicles, harness and horse-shoeing,	6,710 68
Repairs of buildings,	20 68
Wages and salaries of president, treasurer, superintendent and their clerks,	2,426 32
Wages and salaries of all other persons employed in operating the road,	7,739 81
Provender,	170 22
Taxes, State and local,	744 04
Rent and tolls paid other companies for use of their roads:	
Quincy Street Railway Company, under lease,	2,344 93
Quincy Electric Light and Power Company,	6,374 93
Insurance,	668 12
Damages for injuries to persons and property,	2,759 10
Office expenses, and all other expenses not included above,	2,631 30
TOTAL EXPENSES OF OPERATING,	\$34,308 29
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,966 08
Interest accrued during the year,	1,591 14
Dividends declared (5 per cent. for the year),	2,500 00
Balance for the year, or deficit,	2,125 06
Surplus at commencement of year,	6,208 83
Add: Wood, Harmon & Co., subsidy for loop line,	9,000 00
Surplus at commencement of year as changed by aforesaid entries,	15,208 83
TOTAL SURPLUS SEPT. 30, 1892,	\$13,083 77

INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	8
Open cars,	5
Horses,	1
Harnesses (pairs of),	1
Harnesses (single),	3
Other articles of equipment:	
One snow-plough, 2 new ploughs, 1 tool car, 1 tip cart, 1 express, 1 light and 1 democrat wagon.	
Number of box cars fitted with electric motors,	7
Number of open cars fitted with electric motors,	5
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$50,429 93
Equipment,	36,012 62
Land and buildings,	40,940 88
Cash and cash assets,	8,668 23
TOTAL ASSETS,	\$136,051 66
LIABILITIES.	
Capital stock,	\$50,000 00
Unfunded debt,	72,967 89
Surplus,	13,083 77
TOTAL LIABILITIES,	\$136,051 66
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
Dr.	
To expenses,	\$34,308 29
interest,	1,591 14
dividends,	2,500 00
balance carried forward Sept. 30, 1892,	13,083 77
	\$51,483 20
Cr.	
By balance Sept. 30, 1891,	\$6,208 83
total income,	36,274 37
amount received from Wood, Harmon & Co. as a subsidy for building the loop line,	9,000 00
	\$51,483 20
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	4.98 miles.
Aggregate length of switches, sidings, etc., . . . . .	.12 mile.
Total length of track, measured as single track,	5.10 miles.
Total length of track paved,	1.369 miles.
Weight of rail per yard, and description of rail: 30 and 35 pounds T; 38 pounds Johnson.	

Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same,	4.26 miles.
Quincy Street Railway Company.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	9.24 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	128,121
Total number of passengers carried in the cars,	733,294
Total number of round trips for the year,	28,331
Number of persons regularly employed by company,	20
Rates of fare,	3, 5 and 8 cts.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Others,	-	-	1	2	1	2

STATEMENT OF EACH ACCIDENT.

- Jan. 28, 1892. — Woman thrown down by car.
- May 2. — Boy run over by car.
- June 13. — Man run over by car.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Nine and thirty-six one-hundredths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. All by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston. Single.

Average speed of the electric cars operated by your company where not impeded by horse cars. Eight miles per hour.

PROPER ADDRESS OF THE COMPANY.

QUINCY & BOSTON STREET RAILWAY COMPANY,
QUINCY, MASS.

NAME AND RESIDENCE OF OFFICERS.

John R. Graham, *President*, Quincy, Mass. Benj J. Weeks, *Superintendent*, Quincy, Mass. Fred'k H. Smith, *Treasurer and Clerk of Corporation*, Quincy Point, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John R. Graham, Quincy, Mass. Winthrop Coffin, Newton, Mass. Arthur Burnham, Boston, Mass. Josiah Quincy, Quincy, Mass. Wm. A. Hodges, Quincy, Mass. Thomas H. McDonnell, Quincy, Mass. John F. Merrill, Quincy, Mass. John A. Duggan, Atlantic, Mass. Roger H. Wilde, Atlantic, Mass.

JOHN R. GRAHAM,
JOHN A. DUGGAN,
WM. A. HODGES,
ARTHUR BURNHAM,
JOHN F. MERRILL,
ROGER H. WILDE,

*Directors of the Quincy & Boston Street
Railway Company.*

FRED'K H. SMITH,
Treasurer.

BENJ. J. WEEKS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. QUINCY, Oct. 19, 1892. Then personally appeared John R. Graham, John A. Duggan, Wm. A. Hodges, Arthur Burnham, John F. Merrill, Roger H. Wilde, Fred'k H. Smith and Benj. J. Weeks, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

BRYANT N. ADAMS,
Justice of the Peace.

REPORT
OF THE
ROCKLAND & ABINGTON STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

[Received a certificate of incorporation but has not yet commenced the construction of its road.]

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	.	.	\$60,000 00
Capital stock authorized by votes of company,			60,000 00
Capital stock paid (par value of shares, \$100),	.	.	\$6,000 00
Number of stockholders,	.	.	26
DEBT.			
Amount of cash assets, viz.,	.	.	\$5,905 80
Cash,	.	.	\$5,905 80
PERMANENT INVESTMENTS.			
RAILWAY.			
Engineering, agencies, salaries and other expenses,	.	.	\$94 20
TOTAL COST OF CONSTRUCTION,	.	.	\$94 20
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	.	.	\$94 20
Cash assets,	.	.	5,905 80
TOTAL PROPERTY AND ASSETS OF COMPANY,	.	.	\$6,000 00

General Balance Sheet Sept. 30, 1892.			
ASSETS.			
Construction,	.	.	\$94 20
Cash and cash assets,	.	.	5,905 80
TOTAL ASSETS,	.	.	\$6,000 00
LIABILITIES.			
Capital stock,	.	.	\$6,000 00
TOTAL LIABILITIES,	.	.	\$6,000 00

PROPER ADDRESS OF THE COMPANY.
ROCKLAND & ABINGTON STREET RAILWAY COMPANY,
ABINGTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Edw. P. Reed, *President*, North Abington, Mass. Moses N. Arnold, *Vice-President*, North Abington, Mass. Chas. N. Cobb, *Treasurer*, Abington, Mass. Geo. W. Kelley, *Clerk of Corporation*, Rockland, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Moses N. Arnold, North Abington, Mass. Chas. N. Cobb, Abington, Mass. Geo. O. Jenkins, Whitman, Mass. Geo. W. Kelley, Rockland, Mass. Henry B. Peirce, Abington, Mass. Edw. P. Reed, North Abington, Mass. John Spence, Rockland, Mass.

CHAS. N. COBB,
JOHN SPENCE,
GEO. W. KELLEY,
HENRY B. PEIRCE,
GEORGE O. JENKINS,
M. N. ARNOLD,

*Directors of the Rockland & Abington Street
Railway Company.*

CHAS. N. COBB,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 21, 1892. Then personally appeared Chas. N. Cobb, John Spence, Geo. W. Kelley, Henry B. Peirce, Geo. O. Jenkins and M. N. Arnold, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GRANVILLE R. FARRAR,
Justice of the Peace.

REPORT
OF THE
SOMERVILLE HORSE RAILROAD COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

[This road is leased to and operated by the West End Street Railway Company.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$153,000 00	
Capital stock authorized by votes of company, . . .	153,000 00	
Capital stock paid (par value of shares, \$50), . . .	. . .	\$153,000 00
Number of stockholders, . . . . .	. . . 12	
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$153,000 00
TOTAL PROPERTY AND ASSETS OF COMPANY,		\$153,000 00
REVENUE FOR THE YEAR.		
Received from other railways as tolls or rent,		\$9,180 00
West End Street Railway Company,	\$9,180 00	
TOTAL INCOME FROM ALL SOURCES,		\$9,180 00
NET INCOME, DIVIDENDS, ETC.		
TOTAL NET INCOME ABOVE OPERATING EXPENSES,		\$9,180 00
Dividends declared, 6 per cent. for the year,		9,180 00
General Balance Sheet Sept. 30, 1892.		
ASSETS.		
Construction,		\$153,000 00
TOTAL ASSETS,		\$153,000 00
LIABILITIES.		
Capital stock,		\$153,000 00
TOTAL LIABILITIES,		\$153,000 00

Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
DR.	
To dividends,	\$9,180 00
	\$9,180 00
CR.	
By total income,	\$9,180 00
	\$9,180 00
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	4.879 miles.
Aggregate length of switches, sidings, etc., . . . . .	.526 mile.
Total length of track, measured as single track,	5.405 miles.

PROPER ADDRESS OF THE COMPANY.

SOMERVILLE HORSE RAILROAD COMPANY,

No. 81 MILK STREET, ROOM 41, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Josiah Q. Bennett, *President*, Cambridge, Mass. John H. Studley, Jr., *Treasurer and Clerk of Corporation*, Malden, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Josiah Q. Bennett, Cambridge, Mass. John H. Studley, Jr., Malden, Mass.
Henry F. Woods, Boston, Mass. Prentiss Cummings, Brookline, Mass.
Henry M. Whitney, Brookline, Mass.

JOSIAH Q. BENNETT,
HENRY M. WHITNEY,
HENRY F. WOODS,
PRENTISS CUMMINGS,
JOHN H. STUDLEY, JR ,
Directors of the Somerville Horse Railroad Company.
JOHN H. STUDLEY, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 10, 1892. Then personally appeared Josiah Q. Bennett, Henry M. Whitney, Henry F. Woods, Prentiss Cummings and John Studley, Jr., and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALFRED W. CARR,
Justice of the Peace.

REPORT

OF THE

SPRINGFIELD STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$1,000,000 00
Capital stock authorized by votes of company, . . .	1,000,000 00
Capital stock paid (par value of shares, \$100), . . .	\$1,000,000 00
Number of stockholders,	233
DEBT.	
Unfunded debt, as follows:	
Bills payable,	\$59,850 00
Unredeemed tickets,	1,573 10
TOTAL GROSS DEBT,	\$61,423 10
Amount of cash assets, viz.,	157,594 99
Cash,	\$141,386 30
Supplies,	12,103 72
Debit balances,	4,104 97
PERMANENT INVESTMENTS.	
RAILWAY.	
TOTAL COST OF CONSTRUCTION,	\$549,904 33
EQUIPMENT.	
Horses,	\$5,550 00
Cars,	260,391 53
Other articles of equipment,	24,247 24
TOTAL COST OF EQUIPMENT,	\$290,188 77
LAND AND BUILDINGS.	
Land and buildings owned by company needed in operating road,	\$152,612 06
TOTAL COST OF LAND AND BUILDINGS,	\$152,612 06
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$992,705 16
Cash assets,	157,594 99
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$1,150,300 15

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 74,590),*	\$184,827 15
New cars (number, 8), †	92,349 24
Other equipment,	14,329 29
Land and buildings,	8,177 63
TOTAL ADDITION TO PROPERTY,	\$299,683 31
Property sold or reduced in valuation on the books, viz.:	
Horse equipment,	5,700 00
NET ADDITION TO PROPERTY FOR THE YEAR,	\$293,983 31
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$328,799 83
Received from sales of manure,	109 19
TOTAL EARNINGS,	\$328,909 02
Income from other sources,	4,641 42
Rents,	\$4,341 42
Advertising,	300 00
TOTAL INCOME FROM ALL SOURCES,	\$333,550 44
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$15,374 32
Repairs of cars and other vehicles, harness and horse-shoeing,	13,094 84
Repairs of buildings,	504 52
Renewal of horses,	12 00
Wages and salaries of president, treasurer, superintendent and their clerks,	6,000 00
Wages and salaries of all other persons employed in operating the road,	99,177 98
Provender,	5,630 92
Taxes, State and local,	14,412 60
Electric power,	30,082 20
Insurance,	9,888 59
Damages for injuries to persons and property,	4,290 62
Office expenses, and all other expenses not included above,	3,133 08
TOTAL EXPENSES OF OPERATING,	\$201,601 67
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$131,948 77
Interest accrued during the year,	3,472 88
Dividends declared (8 per cent. for the year), ‡	44,000 00
Balance for the year, or surplus,	84,475 89
Surplus at commencement of year,	\$10,724 67
Deduct: horse equipment,	4,487 39
charged off for renewals,	50,000 00
charged off on debit balance,	1,836 12
	\$56,323 51
Deficit at commencement of year, as changed by aforesaid entries,	45,598 84
TOTAL SURPLUS SEPT. 30, 1892,	\$38,877 05

* Fifty-eight thousand five hundred and forty feet new track, including electrical construction; 16,050 feet reconstructed.

† Includes 29 complete electric car equipments, rebuilding 25 cars and other electrical equipment.

‡ Four per cent. dividend on \$400,000, Jan. 1, 1892; 4 per cent. dividend on \$700,000, July 1, 1892.

INVENTORY OF EQUIPMENT SEPT. 30, 1892.

Box cars,	66
Open cars,	40
Horses,	37
Harnesses (pairs of),	30
Omnibuses,	1
Sleighs,	6
Other articles of equipment:	
Six snow-ploughs, 2 wagons, 2 carts.	
Number of box cars fitted with electric motors,	40
Number of open cars fitted with electric motors,	33
Number of electric snow-ploughs,	6

General Balance Sheet Sept. 30, 1892.

ASSETS.

Construction,	\$549,904 33
Equipment,	290,188 77
Land and buildings,	152,612 06
Cash and cash assets,	157,594 99
TOTAL ASSETS,	\$1,150,300 15

LIABILITIES.

Capital stock,	\$1,000,000 00
Unfunded debt,	59,850 00
Surplus,	38,877 05
Renewal account,	50,000 00
Unredeemed tickets,	1,573 10
TOTAL LIABILITIES,	\$1,150,300 15

Copy of Profit and Loss Account for the Year ending
Sept. 30, 1892.

DR.

To balance Sept. 30, 1891,	\$45,598 84
expenses,	201,601 67
interest,	3,472 88
dividends,	44,000 00
balance carried forward Sept. 30, 1892,	38,877 95
	\$333,550 44

CR.

By total income,	\$333,550 44
	\$333,550 44

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	30.83 miles.
Aggregate length of switches, sidings, etc.,	1.65 "
Total length of track, measured as single track,	32.48 "
Total length of track paved,	30 "
Weight of rail per yard, and description of rail: 3 miles, 35 pounds tram, S. B., 50 and 56 pounds, T.	

Description of the several lines or routes operated by the company:	
From Chicopee Junction to Chicopee Falls.	
From State Street, on Main Street in Springfield, through Chicopee Centre to Chicopee Falls.	
From Brightwood to Forest Park, via Main Street.	
From United States water shops, through Central, Walpole, State, Main, Carew and Chestnut streets, and to Chicopee Centre, via Glenwood.	
From Eastern Avenue, through King, Walnut, State, Main, Lyman, Chestnut, Worthington streets, and St. James Avenue to Princeton Street.	
From Carew Street, through Main and State streets to Winchester Park.	
From Princeton Street, through St. James Avenue.	
From State Street, Springfield, through Main and Bridge streets. In West Springfield, Bridge, Main and Park streets, Elm and Westfield road to West Street.	
From Carew Street, Springfield, via Main and State streets to Indian Orchard and Ludlow Mills.	
From Camp ground to Forest Park, via Liberty, Chestnut, Lyman and Main streets.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	30.83 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	1,088,965
Total number of passengers carried in the cars,	6,395,519
Total number of round trips for the year,	160,478
Number of persons regularly employed by company,	205
Rates of fare, Indian Orchard, 10 cents; 3 tickets, 25 cents; all others, 5 cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	7	-	7
Employees,	-	-	-	-	-	-
Others,	-	-	1	5	1	5

STATEMENT OF EACH ACCIDENT.

Oct. 11, 1891. — Gentleman, two ladies and three children in two-seated carriage. Lines became crossed, and pulled directly in front of moving car. Occupants thrown out and one child injured.

December 3. — Gentleman and lady deliberately drove in front of moving car; thrown out and slightly injured.

December 19. — Man stepped from car in motion; thrown down, injured.

April 3, 1892. — Boy tried to jump on moving car, slipped and fell; slight injuries.

June 4. — Man fell off open car in motion; injured.

July 10. — Lady stepped from moving car; slightly injured.

July 22. — Man jumped from moving car; injured.

August 7. — Man jumped from moving car and fell; injured.

August 14. — An aged colored man suddenly appeared from the darkness and stood too close to the track; struck by running board and knocked down. Died the next day from his injuries.

September 11. — Lady stepped from moving car, was thrown down and slightly injured.

September 15. — Lady (a cripple) slipped in getting on a car; injured.

September 28. — Man riding bicycle and nine-year-old son on front wheel (coaster) leaning against handle-bar. Street being muddy wheel slipped and boy thrown under wheel of horse-car; injured.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Twenty-nine and forty-eight one-hundredths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Solely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston. Single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Seven miles per hour.

PROPER ADDRESS OF THE COMPANY.

SPRINGFIELD STREET RAILWAY COMPANY,

SPRINGFIELD, MASS.

NAME AND RESIDENCE OF OFFICERS.

John Olmsted, *President*, Springfield, Mass. A. E. Smith, *Treasurer and Managing Director*, Springfield, Mass. Gideon Wells, *Clerk of Corporation*, Springfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John Olmsted, Springfield, Mass. G. M. Atwater, Springfield, Mass. James Kirkham, Springfield, Mass. Gideon Wells, Springfield, Mass. A. E. Smith, Springfield, Mass.

JOHN OLMSTED,
G. M. ATWATER,
JAMES KIRKHAM,
GIDEON WELLS,
A. E. SMITH,

*Directors of the Springfield Street
Railway Company.*

A. E. SMITH,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. Oct. 8, 1892. Then personally appeared John Olmsted, G. M. Atwater, Gideon Wells, James Kirkham and A. E. Smith, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDWIN F. LYFORD,
Justice of the Peace.

REPORT

OF THE

TAUNTON STREET RAILWAY COMPANY.

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.									
CAPITAL STOCK.									
Capital stock authorized by charter,	.	.						\$100,000	00
Capital stock authorized by votes of company,								100,000	00
Capital stock paid (par value of shares, \$100),	.	.	.	.	.	.	.	\$100,000	00
Number of stockholders,	.	.	.	.	.	.	.	159	
DEBT.									
Unfunded debt, as follows:									
Notes payable,	.	.	.	.	.	.	.	\$44,000	00
TOTAL GROSS DEBT,								\$44,000	00
Amount of cash assets, viz.:									
Cash,	.	.	.	.	.	.	.	5,253	11
NET DEBT,								\$38,746	89
PERMANENT INVESTMENTS.									
RAILWAY.									
TOTAL COST OF CONSTRUCTION,								\$90,811	24
EQUIPMENT.									
Horses,	.	.	.	.	.	.	.	\$13,436	63
Cars,	.	.	.	.	.	.	.	19,797	11
Other articles of equipment,	.	.	.	.	.	.	.	2,396	41
TOTAL COST OF EQUIPMENT,								\$35,630	15
LAND AND BUILDINGS.									
Land and buildings owned by company needed in operating road,									
								\$25,588	92
TOTAL COST OF LAND AND BUILDINGS,								\$25,588	92
TOTAL AMOUNT OF PERMANENT INVESTMENTS,								\$152,030	31
Cash assets,	.	.	.	.	.	.	.	5,253	11
TOTAL PROPERTY AND ASSETS OF COMPANY,								\$157,283	42

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks,	\$1,010 09
NET ADDITION TO PROPERTY FOR THE YEAR, . .	\$1,010 09
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this com- pany,	\$43,537 48
TOTAL INCOME FROM ALL SOURCES,	\$43,537 48
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$902 93
Repairs of cars and other vehicles, harness and horse-shoeing,	3,633 93
Repairs of buildings,	75 31
Renewal of horses,	678 67
Wages and salaries of president, treasurer, superintendent and their clerks,	1,800 00
Wages and salaries of all other persons employed in oper- ating the road,	15,159 70
Provender,	10,834 24
Taxes, State and local,	968 64
Insurance,	592 63
Office expenses, and all other expenses not included above,	2,373 52
TOTAL EXPENSES OF OPERATING,	\$37,019 57
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, .	\$6,517 91
Interest accrued during the year,	2,195 87
Balance for the year, or surplus,	4,322 04
Surplus at commencement of year,	8,961 38
TOTAL SURPLUS SEPT. 30, 1892,	\$13,283 42
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	13
Open cars,	10
Horses,	94
Harnesses (pairs of),	24
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$90,811 24
Equipment,	35,630 15
Land and buildings,	25,588 92
Cash and cash assets,	5,253 11
TOTAL ASSETS,	\$157,283 42

LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$100,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	.	44,000 00
Surplus,	.	.	.	.	.	.	.	.	.	13,283 42
TOTAL LIABILITIES,										\$157,283 42

Copy of Profit and Loss Account for the Year ending
Sept. 30, 1892.

DR.										
To expenses,	.	.	.	.	.	.	.	.	.	\$37,019 57
interest,	.	.	.	.	.	.	.	.	.	2,195 87
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	.	13,283 42
										\$52,498 86
CR.										
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	.	\$8,961 38
total income,	.	.	.	.	.	.	.	.	.	43,537 48
										\$52,498 86

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	.	.	.	.	.	.	.	.	.	8.289 miles.
Aggregate length of switches, sidings, etc.,	.	.	.	.	.	.	.	.	.	2.061 "
Total length of track, measured as single track,	.	.	.	.	.	.	.	.	.	10.350 "
Total length of track paved,	.	.	.	.	.	.	.	.	.	5.793 "
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	.	.	.	.	.	.	.	.	.	8.289 "

MILES RUN, ETC.

Total number of miles run during the year,	.	.	.	.	.	.	.	.	.	195,398
Total number of passengers carried in the cars,	.	.	.	.	.	.	.	.	.	887,951
Total number of round trips for the year,	.	.	.	.	.	.	.	.	.	44,508
Number of persons regularly employed by company,	.	.	.	.	.	.	.	.	.	32
Rates of fare,	.	.	.	.	.	.	.	.	.	5 cents.

PROPER ADDRESS OF THE COMPANY.

TAUNTON STREET RAILWAY COMPANY,
TAUNTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

William C. Lovering, *President*, Taunton, Mass. George C. Morse, *Superintendent*, Taunton, Mass. Henry M. Lovering, *Treasurer*, Taunton, Mass. Orville A. Barker, *Clerk of Corporation*, Taunton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry G. Reed, Taunton, Mass. A. J. Barker, Taunton, Mass. P. I. Perrin, Taunton, Mass. Wm. C. Lovering, Taunton, Mass. S. N. Staples,

Taunton, Mass. N. H. Skinner, Taunton, Mass. Wm. H. Phillips, Taunton, Mass. Henry M. Lovering, Taunton, Mass. Chas. Foster, Taunton, Mass. Ezra Davol, Taunton, Mass.

N. H. SKINNER,
A. J. BARKER,
HENRY G. REED,
S. N. STAPLES,
P. I. PERRIN,
CHARLES FOSTER,
WM. H. PHILLIPS,
EZRA DAVOL,
HENRY M. LOVERING,
*Directors of the Taunton Street Railway
Company.*
HENRY M. LOVERING,
Treasurer.
GEO. C. MORSE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. TAUNTON, Oct. 17, 1892. Then personally appeared N. H. Skinner, A. J. Barker, Henry G. Reed, S. N. Staples, P. I. Perrin, Charles Foster, Wm. H. Phillips, Ezra Davol and Henry M. Lovering, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ORVILLE A. BARKER,
Justice of the Peace.

REPORT
OF THE
UNION STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	.	.	\$260,000 00
Capital stock authorized by votes of company,			260,000 00
Capital stock paid (par value of shares, \$100),	.	.	\$260,000 00
Number of stockholders,	.	.	14
DEBT.			
Funded debt, as follows :			
Bonds due July 2, 1898 (rate of interest 5 per cent.),	.	.	\$100,000 00
Unfunded debt, as follows,	.	.	33,621 49
Notes payable,	.	.	\$29,000 00
Accounts payable,	.	.	3,371 49
Interest accrued (not due),	.	.	1,250 00
TOTAL GROSS DEBT,	.	.	\$133,621 49
Amount of cash assets, viz.,	.	.	3,318 56
Cash,	.	.	\$590 53
Supplies,	.	.	2,728 03
NET DEBT,	.	.	\$130,302 93
PERMANENT INVESTMENTS.			
RAILWAY.			
TOTAL COST OF CONSTRUCTION,	.	.	\$225,000 00
EQUIPMENT.			
Horses,	.	.	\$15,324 80
Cars,	.	.	76,000 00
Other articles of equipment,	.	.	10,446 16
TOTAL COST OF EQUIPMENT,	.	.	\$101,770 96
LAND AND BUILDINGS.			
Land owned by company needed in operating road,	.	.	\$24,457 80
Buildings owned by company needed in operating road,	.	.	47,509 25
TOTAL COST OF LAND AND BUILDINGS,	.	.	\$71,967 05

TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$398,738 01
Cash assets,	3,318 56
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$402,056 57
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 2,600),	\$4,547 91
New horses (number, 40),	4,027 00
Other equipment,	9,915 41
TOTAL ADDITION TO PROPERTY,	\$18,490 32
Property sold or reduced in valuation on the books, viz., .	31,157 01
Twenty-three horses sold; 1 horse died,	\$702 20
Reduction in valuation,	10,000 00
	\$10,702 20
Other equipment charged off,	10,988 22
Construction account charged off,	9,466 59
NET REDUCTION TO PROPERTY FOR THE YEAR, . . .	\$12,666 69
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$167,871 42
Received from sales of manure,	725 27
TOTAL EARNINGS,	\$168,596 69
Income from other sources,	875 10
Advertising,	\$200 00
Rents,	675 10
TOTAL INCOME FROM ALL SOURCES,	\$169,471 79
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$5,409 73
Repairs of cars and other vehicles, harness and horse-shoeing, .	15,298 50
Repairs of buildings,	511 38
Wages and salaries of president, treasurer, superintendent and their clerks,	6,003 78
Wages and salaries of all other persons employed in operating the road,	55,395 85
Provender,	20,745 70
Taxes, State and local,	5,039 31
Insurance,	1,311 91
Damages for injuries to persons and property,	345 53
Office expenses and all other expenses not included above, .	20,429 14
TOTAL EXPENSES OF OPERATING,	\$130,490 83
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$38,980 96
Interest accrued during the year,	6,795 13
Dividends declared (5 per cent. for the year: 4 per cent. on \$259,900, 1 per cent. on \$260,000),	12,996 00
Balance for the year, or surplus,	19,189 83

Surplus at commencement of year,	\$20,496 36	
Deduct :		
Amount charged off from construc-		
tion,	\$9,466 59	
Amount charged off from equip-		
ment,	20,988 22	
Sundry other accounts charged off,	811 30	
	<u>\$31,266 11</u>	
Add : account payable charged off,	15 00	
	<u>\$20,511 36</u>	
Deficit at commencement of year, as changed		
by aforesaid entries,		\$10,754 75
TOTAL SURPLUS SEPT. 30, 1892,		<u>\$8,435 08</u>
INVENTORY OF EQUIPMENT SEPT. 30, 1892.		
Box cars,		34
Open cars,		40
Horses,		236
Harnesses (pairs of),		60
Single tow harnesses,		8
Express and buggy harnesses,		4
One double and one single cart harness,		2
Other articles of equipment :		
Two snow-ploughs, 6 snow-sleds, 2 express wagons, 1		
heavy wagon, 1 long gear, 1 buggy, 1 tower wagon,		
1 sand car.		
Number of box cars fitted with electric motors,		5
Number of open cars fitted with electric motors,		3
General Balance Sheet Sept. 30, 1892.		
ASSETS.		
Construction,		\$225,000 00
Equipment,		101,770 96
Land and buildings,		71,967 05
Cash and cash assets,		3,318 56
TOTAL ASSETS,		<u>\$402,056 57</u>
LIABILITIES.		
Capital stock,		\$260,000 00
Funded debt,		100,000 00
Unfunded debt,		33,621 49
Surplus,		8,435 08
TOTAL LIABILITIES,		<u>\$402,056 57</u>
Copy of Profit and Loss Account for the Year ending		
Sept. 30, 1892.		
DR.		
To expenses,		\$130,490 83
interest,		6,795 13
dividends,		12,996 00
sundry accounts charged off,		31,266 11
balance carried forward Sept. 30, 1892,		8,435 08
		<u>\$189,983 15</u>

CR.						
By balance Sept. 30, 1891,	.	.	.	.	.	\$20,496 36
total income,	.	.	.	.	.	169,471 79
account payable charged off,	.	.	.	.	.	15 00
						\$189,983 15
DESCRIPTION OF RAILWAY.						
Length of railway owned by company, measured as a single track, exclusive of sidings,						15 013 miles.
Aggregate length of switches, sidings, etc.,						1 614. "
Total length of track measured as single track,						16.627 "
Total length of track paved,						15 "
Weight of rail per yard, and description of rail: 35 and 45 pounds tram and 38 pounds Johnson.						
Description of the several lines or routes operated by the company:						
Main Line.						
From Lund's Corner, through Acushnet Avenue, Purchase, Fourth, Rivet and Water streets, and French Avenue, to Woodlawn. From Fourth Street, through Potomska and Water streets, to Rivet Street.						
Mt. Pleasant Line.						
From Mt. Pleasant, through Durfee, Cedar, Morgan, Ash and Union streets, Acushnet Avenue, Bedford, Green, Allen and Dartmouth streets, to Rural Cemetery.						
Fairhaven Line.						
From Parker Street, through Summer, Elm, Sixth, William, Second and Middle streets, across the bridge; and in Fairhaven, through Main, Church and Fort streets to Fort Phenix, with branch from Main Street to Old Colony Railroad depot, and a branch from Bridge Street on North Main Street to Oxford Village.						
Kempton Street Line.						
On Kempton Street, from Cedar Street to Rockdale Avenue.						
Total length of railway, measured as single track, not including sidings, etc., operated by this company, . . .						15.013 miles.
MILES RUN, ETC.						
Total number of miles run during the year,	.	.	.	.	.	569,135
Total number of passengers carried in the cars,	.	.	.	.	.	3,584,383
Total number of round trips for the year,	.	.	.	.	.	120,994
Number of persons regularly employed by company,	.	.	.	.	.	121
Rates of fare,	.	.	.	.	.	5 cents.

LIST OF ACCIDENTS.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	2	-	4
Employees,	-	2	-	-	-	2
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

Nov. 1, 1891. — Man fell from front platform.

Jan. 1, 1892. — Man fell from front platform.

June 12. — Woman fell in getting off car in motion. Leg broken.

July 4. — Woman changing seat in open car, slipped and fell.

July 7. — Motor-man injured by being jammed while coupling cars.

July 30. — Conductor injured by car-house door falling.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Three and eight-tenths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Three miles by electricity. Balance eight-tenths miles used also by horse-cars.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston; Single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Seven miles per hour.

PROPER ADDRESS OF THE COMPANY.

UNION STREET RAILWAY COMPANY,

NEW BEDFORD, MASS.

NAME AND RESIDENCE OF OFFICERS.

James Irvine, *President*, New York, N. Y. Abbott P. Smith, *General Manager*, New Bedford, Mass. Edw. S. Brown, *Treasurer*, New Bedford, Mass. Wm. H. Allen, *Clerk of Corporation*, New Bedford, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Jas. Irvine, New York, N. Y. Abbott P. Smith, New Bedford, Mass. Jas. E. Dwight, New Bedford, Mass. Chas. E. Cook, New Bedford, Mass. Chas. H. Gifford, New Bedford, Mass. J. A. Beauvais, New Bedford, Mass. Thos. M. Waller, New London, Conn.

JAMES IRVINE,
A. P. SMITH,
CHAS. H. GIFFORD,
J. A. BEAUVAIS,
J. E. DWIGHT,

Directors of the Union Street Railway Company.

E. S. BROWN,
Treasurer.

A. P. SMITH,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. NEW BEDFORD, Nov. 1, 1892. Then personally appeared Chas. H. Gifford, J. A. Beauvais, J. E. Dwight, E. S. Brown, treasurer, A. P. Smith, director and general manager, and James Irvine, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE M. KINGMAN,
Notary Public.

REPORT
OF THE
WEST END STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter :	{ Common, \$10,000,000 00 Preferred, 6,400,000 00	
Capital stock authorized by votes of company,	.	\$16,400,000 00
Capital stock paid (par value of shares, \$50.00),	{ Common, 9,085,000 00 Preferred, 6,400,000 00	
Total capital stock,	.	\$15,485,000 00
Number of stockholders :	{ Common, 2,104 } Preferred, 3,290 }	5,394
DEBT.		
Funded debt, as follows,	.	\$4,265,000 00
Unfunded debt, as follows,	.	2,516,955 38
Notes payable,	\$1,376,448 26	
Vouchers and accounts,	933,257 28	
Accrued interest not yet due,	44,783 34	
Accrued preferred dividends due Sept. 30, 1892 (three months),	128,000 00	
Dividends and coupons not called for,	34,466 50	
TOTAL GROSS DEBT,	.	\$6,781,955 38
Amount of cash assets, viz.,	.	1,607,970 71
Cash,	\$355,052 15	
Malden and Melrose Railroad Company,	214,519 83	
Supplies,	554,029 41	
Somerville Horse Railroad Company,	82,353 61	
Sinking fund, stocks and bonds,	75,100 00	
Debit balances,	326,915 71	
NET DEBT,	.	\$5,173,984 67
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,	.	\$5,920,585 82
EQUIPMENT.		
Horses (3,754),	.	\$503,036 00
Cars,	.	4,157,357 64
Other articles of equipment,	.	3,071,386 11
TOTAL COST OF EQUIPMENT,	.	\$7,731,779 75

LAND AND BUILDINGS.	
Land and buildings owned by company needed in operating road,	\$7,342,904 07
TOTAL COST OF LAND AND BUILDINGS,	\$7,342,904 07
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$20,995,269 64
Cash assets,	1,607,970 71
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$22,603,240 35
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks and reconstruction (number of feet, 35,495 new; 195,124 reconstructed),	\$445,281 11
New cars (number, 248 box cars — long),	1,872,368 68
Other equipment,	1,527,516 66
Land and buildings,	748,622 50
TOTAL ADDITION TO PROPERTY,	\$4,593,788 95
Property sold or reduced in valuation on the books, viz.,	876,449 05
Track taken up, 17,736 feet,	\$41,689 74
Buildings destroyed and sold, and land sold,	56,372 81
Horses sold, died and killed, 3,042,	407,628 00
Cars sold, destroyed or transferred,	370,758 50
NET ADDITION TO PROPERTY FOR THE YEAR,	\$3,717,339 90
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$6,237,646 28
Received from other railways as tolls or rent,	13,422 63
Lynn & Boston Railroad Company,	\$12,064 58
East Middlesex Street Railway Company,	1,283 56
North Woburn Street Railway Company,	74 49
Received from sales of manure,	12,920 93
TOTAL EARNINGS,	\$6,263,989 84
Income from other sources,	53,215 33
Advertising,	\$29,389 52
Rent of real estate,	21,509 48
Miscellaneous income,	2,316 33
TOTAL INCOME FROM ALL SOURCES,	\$6,317,205 17
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$238,790 21
Repairs of cars and other vehicles, harness and horse-shoeing,	293,272 15
Repairs of buildings,	83,222 86
Renewal of horses,	127,124 19
Wages and salaries of president, treasurer, superintendent and their clerks,	106,167 08
Wages and salaries of all other persons employed in operating the road,	2,187,924 98
Provender,	421,644 42
Taxes, State and local,	308,840 03
Rent and tolls paid other companies for use of their roads,	12,762 88
Somerville Horse Railroad Company,	\$12,139 63
Lynn & Boston Railroad Company,	403 08
East Middlesex Street Railway Company,	220 17

Insurance,	\$19,863 02
Damages for injuries to persons and property,	206,475 00
Office expenses and all other expenses not included above,	792,675 86
TOTAL EXPENSES OF OPERATING,	\$4,798,762 68
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,518,442 49
Interest accrued during the year,	188,721 88
Dividends declared for { 8 per cent. preferred, \$512,000 00 } the year: { 10 per cent. common, 811,362 50 }	1,323,362 50
Balance for the year, or surplus,	6,358 11
Surplus at commencement of year,	\$214,660 74
Deduct:	
Sundry items in profit and loss account,	671,668 03
	<u>\$457,007 29</u>
Add:	
Premium from sale of stock by auction,	786,934 15
	<u>329,926 86</u>
Surplus at commencement of year, as changed by aforesaid entries,	329,926 86
TOTAL SURPLUS SEPT. 30, 1892,	\$336,284 97
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars: horse, 702; electric, 577,	1,279
Open cars: horse, 524; electric, 451,	975
Horses,	3,754
Harnesses (pairs of), double, 1,860; single, 387,	2,247
Omnibuses,	13
Sleighs,	471
Other articles of equipment:	
Miscellaneous vehicles aside from the above,	545
Complete electric overhead line equipment (single miles of track); equipped with underground wires only (single miles of track); equipped with poles only (single miles of track); miles of feeder lines.	
Steam and electric plants in power stations.	
Tools and machinery in shops, car houses, etc.	
Furniture, fixtures and tools in stations, stables, etc.	
Number of box cars fitted with electric motors,	445
Number of open cars fitted with electric motors,	241
Number of electric snow-ploughs,	74
Total number of railway street-car motors on hand Sept. 30, 1892,	1,361
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$5,920,585 82
Equipment,	7,731,779 75
Land and buildings,	7,342,904 07
Cash and cash assets,	1,607,970 71
TOTAL ASSETS,	\$22,603,240 35

LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$15,485,000 00
Funded debt,	.	.	.	.	.	.	.	.	.	4,265,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	.	2,516,955 38
Surplus,	.	.	.	.	.	.	.	.	.	336,284 97
TOTAL LIABILITIES,										\$22,603,240 35

Copy of Profit and Loss Account for the Year ending
Sept. 30, 1892.

DR.

To expenses,	\$4,798,762	68
interest,	188,721	88
dividends,	1,323,362	50
paid for redemption illegally issued South Boston Rail- road Company's stock,	728	39
excess cost of 36.9553 miles of track rebuilt above amount allowed to be capitalized,	429,281	57
old track taken up,	12,987	70
depreciation in car equipment,	19,253	93
expenses; account Boston Consolidated Street Railway previous to time of consolidation with West End Street Railway Company,	8,137	34
buildings removed and destroyed during year,	53,344	80
loss on decrease of 3,042 horses during the year after charging operating expenses,	147,934	30
balance carried forward Sept. 30, 1892,	336,284	97
	<u>\$7,318,800</u>	<u>06</u>

	CR.

	CR.	
By balance Sept. 30, 1891,	. . . . .	\$214,660 74
total income,	. . . . .	6,317,205 17
premium from sale of stock by auction,	. . . . .	786,934 15
		\$7,318,800 06

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	222.990 miles.
Aggregate length of switches, sidings, etc.,	24 842 "
Total length of track, measured as single track,	247.832 "
Total length of track paved (exclusive of sidings, etc.),	215.630 "
Weight of rail per yard, and description of rail: 50 to 100 pounds.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with the description of same,	15.584 miles.
Leased :	
Malden and Melrose,	4.024 miles.
Somerville,	9.266 "
Trackage :	
East Middlesex,	1 944 "
Lynn & Boston, . . . . .	.35 "
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	238.574 miles.

MILES RUN, ETC.					
Total number of miles run during the year,	.	.	.	.	17,498,660
Total number of passengers carried in the cars,	.	.	.	.	126,210,781
Total number of round trips for the year,	.	.	.	.	2,259,858
Number of persons regularly employed by company,	.	.	.	.	4,614
Rates of fare,	.	.	.	.	5, 8, and 10 cts.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	85	4	112	5	197
Employees,	1	13	-	10	1	23
Others,	1	33	14	37	15	70

STATEMENT OF EACH ACCIDENT.

- Oct. 1, 1891. — Woman fell leaving car.
- October 3. — Girl struck by car; standing.
- October —. — Car struck team and passenger injured.
- October 4. — Woman thrown down leaving car.
- October 5. — Employee had his finger jammed by car.
- October 5. — Woman knocked down by one of company's teams.
- October 8. — Man fell getting on car.
- October 9. — Man thrown from wagon which collided with car.
- October 10. — Man fell boarding car.
- October 12. — Woman fell from car.
- October 13. — Woman fell leaving car.
- October 14. — Man fell from car.
- October 14. — Man thrown from wagon which collided with car.
- October 16. — Man thrown from team, struck by car.
- October 19. — Man fell leaving car.
- October 22. — Two men fell boarding car.
- October 23. — Man fell leaving car.
- October 26. — Man fell getting on car.
- October 26. — Man thrown from team which collided with car.
- October 28. — Boy run over by car; standing.
- October 31. — Man fell getting on car.
- November 1. — Man fell leaving car.
- November 2. — Two cars collided and passenger injured.
- November 4. — Man fell leaving car.
- November 4. — Employee injured.
- November 6. — Man knocked down by car; standing.
- November 9. — Man fell leaving car.
- November 10. — Man thrown from team which collided with car.
- November 10. — Lineman falls from a ladder. (Employee.)
- November 12. — Man falls from car.

- November 12.* — Man fell leaving car.
November 13. — Man fell leaving car.
November 14. — Man fell attempting to board car.
November 16. — Woman fell leaving car.
November 19. — Man fell through floor of car house.
November 20. — Man thrown from team struck by car.
November 21. — Two cars collided and passenger injured.
November 21. — Man fell from car.
November 23. — Woman fell leaving car.
November 25. — Hostler kicked by a horse.
November 25. — Man fell from car.
November 26. — Man fell getting on car.
November 27. — Car and team collided; passenger injured.
November 28. — Man thrown from car.
November 30. — Man struck and knocked down by car; standing.
December 1. — Man run over by car; side of car.
December 2. — Man knocked down by car; standing.
December 3. — Woman fell leaving car.
December 3. — Man thrown from team which collided with car.
December 4. — Woman knocked down and run over by car; standing.
December 6. — Man fell from car.
December 7. — Woman thrown from buggy which collided with car.
December 9. — Man struck by car; standing.
December 11. — Conductor struck by car (corner of car); standing.
December 12. — Man fell getting on car.
December 13. — Man injured by falling trolley wire.
December 15. — Man fell leaving car.
December 16. — Conductor fell from car.
December 16. — Woman fell leaving car.
December 18. — Passenger on car struck by team.
December 19. — Man thrown from team which collided with car.
December 21. — Man fell from car.
December 23. — Man knocked down by car horses; standing.
December 23. — Man fell from car.
December 24. — Conductor injured by car.
December 24. — Two cars collided and passenger injured.
December 26. — Employee kicked by horse.
December 27. — Man fell from car.
December 28. — Man thrown from wagon which collided with car.
December 29. — Boy knocked down and run over by car; standing.
December 31. — Man fell boarding car.
December 31. — Woman knocked down by car; standing.
Jan. 1, 1892. — Man fell boarding car.
January 2. — Man fell attempting to get on car.
January 4. — Man thrown from team and struck by car.
January 5. — Passenger injured by collision of cars.
January 6. — Conductor fell from car.
January 7. — Man fell boarding car.
January 7. — Boy knocked down by car; standing.
January 8. — Man knocked down by car; fell in front of, and was then struck.
January 11. — Man knocked down by horses; standing.

- January 12.* — Man fell boarding car.
- January 13.* — Employee kicked by horse.
- January 14.* — Woman fell boarding car.
- January 15.* — Man fell leaving car.
- January 16.* — Woman fell leaving car.
- January 19.* — Employee's hand struck by brake handle.
- January 20.* — Conductor run over by car; side of car.
- January 20.* — Woman injured by car and team colliding.
- January 21.* — Boy knocked down by horse; standing when struck by horse.
- January 21.* — Woman fell leaving car.
- January 22.* — Employee injured by car.
- January 24.* — Man fell attempting to board car.
- January 25.* — Man thrown from car.
- January 26.* — Woman fell leaving car.
- January 26.* — Man struck by car; standing.
- January 27.* — Employee's foot run over.
- January 29.* — Man thrown from team that struck car.
- January 30.* — Man struck by car; fell in front of, and was then struck.
- January 31.* — Woman fell leaving car.
- February 1.* — Man struck by car; standing.
- February 4.* — Man thrown from team and struck by car; lay on ground.
- February 6.* — Man fell leaving car.
- February 7.* — Employee fell from car.
- February 9.* — Woman fell leaving car.
- February 10.* — Conductor thrown from car.
- February 11.* — Man fell attempting to board car.
- February 12.* — Man thrown from wagon which collided with car.
- February 13.* — Driver jammed between car and car-house.
- February 13.* — Man thrown from team which collided with car.
- February 14.* — Employee kicked by horse.
- February 16.* — Passenger's fingers jammed by car door.
- February 17.* — Man thrown from cab which collided with car.
- February 19.* — Woman fell leaving car.
- February 20.* — Passenger injured by car and team colliding.
- February 23.* — Man thrown from team which collided with car.
- February 24.* — Woman fell leaving car.
- February 26.* — Man fell boarding car.
- February 27.* — Man thrown from wagon which collided with cars.
- February 29.* — Man fell boarding car.
- March 1.* — Man thrown from car.
- March 1.* — Passenger injured by collision of cars.
- March 2.* — Man fell from car.
- March 3.* — Woman fell getting on car.
- March 4.* — Passenger injured by falling trolley.
- March 5.* — Man fell leaving car.
- March 8.* — Man thrown from car.
- March 9.* — Woman fell boarding car.
- March 10.* — Man knocked down by car; standing.
- March 11.* — Man fell boarding car.
- March 13.* — Woman fell boarding car.
- March 14.* — Woman knocked down by car; standing.

- March 15.* — Passenger's finger injured on car.
March 17. — Woman fell leaving car.
March 18. — Employee injured by collision of cars.
March 19. — Man fell boarding car.
March 20. — Boy struck by car; standing.
March 21. — Man fell boarding car.
March 21. — Woman fell from car.
March 22. — Man struck by car; standing.
March 24. — Employee injured by car.
March 25. — Boy struck by car; fell in front of, and was struck.
March 26. — Boy's foot run over by car; side of car.
March 28. — Man fell from car.
March 30. — Woman fell boarding car.
March 31. — Man thrown from carriage which was struck by car.
April 1. — Man fell boarding car.
April 2. — Boy knocked down by car; standing.
April 2. — Man fell leaving car.
April 3. — Man fell leaving car.
April 5. — Woman struck by car; standing.
April 6. — Man fell leaving car.
April 7. — Man fell attempting to board car.
April 8. — Man fell leaving car.
April 9. — Man fell leaving car.
April 11. — Girl struck by car; standing.
April 13. — Man fell leaving car.
April 13. — Man thrown from team which collided with car.
April 14. — Man fell leaving car.
April 16. — Passenger injured by car and team colliding.
April 17. — Man fell attempting to board car.
April 18. — Man fell leaving car.
April 19. — Woman fell leaving car.
April 20. — Man jumped from car and fell.
April 22. -- Man fell leaving car.
April 23. — Employee thrown from car.
April 24. — Woman fell leaving car.
April 24. — Woman fell leaving car.
April 25. — Man thrown from car.
April 28. — Passenger struck by lamp on car.
April 29. — Man fell attempting to board car.
April 30. — Man fell from car.
April 30. — Child struck by car; standing.
May 1. — Man fell attempting to board car.
May 2. — Man injured boarding car.
May 3. — Woman fell boarding car.
May 4. — Man thrown from team which collided with car.
May 6. — Woman fell boarding car.
May 8. — Woman fell leaving car.
May 9. — Boy knocked down by car; standing.
May 10. — Woman jumped from car and fell.
May 11. — Woman fell leaving car.
May 12. — Man fell attempting to board car.
May 13. — Man fell leaving car.

- May 14.* — Man fell leaving car.
May 16. — Woman thrown from car.
May 16. — Man fell leaving car.
May 17. — Man thrown from team which collided with car.
May 19. — Man fell boarding car.
May 20. — Man knocked down by car; standing.
May 21. — Man fell boarding car.
May 22. — Man fell boarding car.
May 24. — Woman thrown from car.
May 26. — Woman fell leaving car.
May 26. — Passenger injured by collision of cars.
May 27. — Man fell boarding car.
May 28. — Man fell leaving car.
May 29. — Man fell leaving car.
May 30. — Man fell attempting to board car.
May 31. — Man thrown from team which collided with car.
June 1. — Woman fell leaving car.
June 2. — Woman knocked down by car; fell before car struck.
June 3. — Woman struck by car; standing.
June 4. — Man fell leaving car.
June 5. — Conductor thrown from car.
June 6. — Child struck by car; standing.
June 6. — Man thrown from team which collided with car.
June 7. — Woman fell leaving car.
June 8. — Man jumped from car and fell.
June 10. — Passenger injured by collision of cars.
June 10. — Woman fell leaving car.
June 12. — Woman fell leaving car.
June 13. — Passenger struck by brake handle.
June 14. — Boy fell leaving car.
June 15. — Man struck by car; standing.
June 16. — Woman fell leaving car.
June 17. — Man fell boarding car.
June 17. — Passenger injured by collision of cars.
June 19. — Man thrown from car.
June 20. — Man fell leaving car.
June 21. — Man fell leaving car.
June 22. — Child struck by car; standing.
June 23. — Man fell boarding car.
June 24. — Child struck by car; standing.
June 24. — Woman fell leaving car.
June 26. — Man fell leaving car.
June 27. — Man fell boarding car.
June 28. — Man fell from car.
June 29. — Man fell attempting to board car.
June 30. — Man fell leaving car.
July 2. — Woman fell leaving car.
July 3. — Conductor thrown from car.
July 4. — Man fell leaving car.
July 4. — Man fell attempting to get on car.
July 4. — Man jumped from car and fell.
July 6. — Woman jumped from car and fell.

- July 7.* — Man fell leaving car.
July 8. — Boy struck by car; standing.
July 10. — Man thrown from wagon which collided with car.
July 11. — Child struck by car; standing.
July 12. — Man fell boarding car.
July 14. — Boy struck by car; standing.
July 15. — Man fell attempting to boarding car.
July 16. — Man thrown from carriage which collided with car.
July 16. — Man fell boarding car. .
July 18. — Man fell leaving car.
July 20. — Woman jumped from car and fell.
July 20. — Man fell boarding car.
July 21. — Man jumped from car and fell.
July 22. — Man thrown from team which collided with car.
July 23. — Man fell leaving car.
July 24. — Woman fell leaving car.
July 25. — Passenger injured by collision of car and team.
July 26. — Man jumped from car and fell.
July 28. — Man jumped from car and fell.
July 29. — Man fell leaving car.
July 30. — Man fell leaving car.
July 31. — Man fell boarding car.
August 1. — Man thrown from team which collided with car.
August 2. — Man jumped from car and fell.
August 3. — Man fell attempting to board car.
August 3. — Passenger injured by collision of cars.
August 4. — Man thrown from team which collided with car.
August 5. — Man fell from car.
August 6. — Man jumped from car and fell.
August 8. — Man fell boarding car.
August 10. — Man fell leaving car.
August 11. — Boy struck by car; standing.
August 12. — Man thrown from car.
August 13. — Man thrown from team which collided with car.
August 14. — Man fell boarding car.
August 16. — Woman thrown from car.
August 17. — Man jumped from car and fell.
August 18. — Man fell attempting to board car.
August 19. — Man thrown from team which collided with car.
August 20. — Woman fell leaving car.
August 21. — Man jumped from car and fell.
August 22. — Passenger injured by collision of cars.
August 23. — Woman fell leaving car.
August 24. — Passenger struck by brake handle.
August 25. — Passenger injured by collision of cars.
August 25. — Man struck by car; standing.
August 27. — Man thrown from team which collided with car.
August 29. — Woman fell leaving car.
August 30. — Man fell leaving car.
August 31. — Passenger injured by collision of cars.
September 1. — Man thrown from team which collided with car.
September 2. — Woman fell leaving car.

- September 3.* — Man fell boarding car.
September 5. — Man struck by car; standing.
September 5. — Man jumped from car and fell.
September 6. — Man fell from car.
September 7. — Man thrown from team which collided with car.
September 8. — Woman fell from car.
September 9. — Woman jumped from car, striking another car.
September 10. — Man jumped from car and fell.
September 11. — Woman jumped from car and fell.
September 12. — Man thrown from team which collided with car.
September 15. — Woman jumped from car and fell.
September 16. — Woman fell leaving car.
September 17. — Boy struck by car; standing.
September 18. — Woman fell from car.
September 21. — Man fell boarding car.
September 22. — Man fell boarding car.
September 23. — Woman fell leaving car.
September 24. — Man fell boarding car.
September 26. — Woman injured by the collision of a car and team.
September 27. — Boy fell from car.
September 28. — Man injured by the horse attached to car falling upon him.
September 29. — Woman fell boarding car.
September 30. — Man fell boarding car.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? One hundred and forty-eight and forty-five one-thousandths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Part by electrics only and part by both.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston. Single trolley.

Number of miles of track for electric railway under construction Sept. 30, 1892. About twenty miles.

PROPER ADDRESS OF THE COMPANY.

WEST END STREET RAILWAY COMPANY,

81 MILK STREET, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Henry M. Whitney, *President*, Brookline, Mass. Prentiss Cummings, *Vice-President*, Brookline, Mass. Charles S. Sergeant, *2d Vice-President*, Winchester, Mass. Joseph H. Goodspeed, *Treasurer*, Boston, Mass. Henry L. Wilson, *Auditor*, Boston, Mass. Prentiss Cummings, *Clerk of Corporation*, Brookline, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry M. Whitney, Brookline, Mass. G. T. W. Braman, Cohasset, Mass. Isaac T. Burr, Newton, Mass. T. Jefferson Coolidge, Manchester, Mass. Joseph S. Fay, Jr., Falmouth, Mass. Eustace C. Fitz, Boston, Mass. Walter Hunnewell, Wellesley, Mass. Henry D. Hyde, Cohasset, Mass. E. D. Jordan, Boston, Mass. Samuel Little, Boston, Mass. William Powell Mason, Walpole, N. H. Theophilus Parsons, Boston, Mass. Dexter N. Richards, Brookline, Mass. Walter S. Swan, Cambridge, Mass. Nathaniel Thayer, Boston, Mass.

HENRY M. WHITNEY,
DEXTER N. RICHARDS,
WALTER S. SWAN,
ISAAC T. BURR,
SAMUEL LITTLE,
WALTER HUNNEWELL,
THEOPHILUS PARSONS,
W. POWELL MASON,
N. THAYER,
HENRY D. HYDE,

Directors of the West End Street Railway Company.

JOSEPH H. GOODSPEED,
Treasurer.

CHAS. S. SERGEANT,
Superintendent and 2d Vice-President.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 7, 1892. Then personally appeared said Henry M. Whitney, Joseph H. Goodspeed, Chas. S. Sergeant, Dexter N. Richards, Walter S. Swan, Isaac T. Burr, Samuel Little, Walter Hunnewell, Theophilus Parsons, Nathaniel Thayer, Henry D. Hyde and Wm. Powell Mason, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

PRENTISS CUMMINGS,
Justice of the Peace.

REPORT
OF THE
WHITMAN STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity. Leased to and operated by the Brockton Street Railway Company
after April 1, 1892.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$40,000 00	
Capital stock authorized by votes of company, . . .	40,000 00	
Capital stock paid (par value of shares, \$100), . . .	. . .	\$40,000 00
Number of stockholders, . . . . .	. . . 8	
DEBT.		
Funded debt, as follows:		
Bonds due April 1, 1912, rate of interest 5 per cent., . . .		\$25,000 00
Unfunded debt, as follows:		
Accrued interest on bonds,		625 00
TOTAL GROSS DEBT,		\$25,625 00
Amount of cash assets, viz.,		3,388 87
Debit balances,	\$3,388 87	
NET DEBT,		\$22,236 13
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	}	\$48,382 71
Track, including timber, rails, etc., and laying,		
Overhead lines,		4,163 23
Interest during construction, commissions, discounts, etc., . . .		3,560 22
Engineering, agencies, salaries and other expenses during construction,		1,717 00
TOTAL COST OF CONSTRUCTION,		\$57,823 16
EQUIPMENT.		
Cars,		\$6,547 20
Other articles of equipment,		629 64
TOTAL COST OF EQUIPMENT,		\$7,176 84

TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$65,000 00
Cash assets,	3,388 87
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	\$68,388 87
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 598),	\$15,957 68
Other equipment,	522 35
TOTAL ADDITION TO PROPERTY,	\$16,480 03
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company (to April 1, 1892),	\$8,919 35
Received from other railways as tolls or rent,	2,025 00
Brockton Street Railway Company.	
Income from other sources:	
Advertising,	15 63
TOTAL INCOME FROM ALL SOURCES,	\$10,959 98
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$140 29
Repairs of cars and other vehicles, harness and horse-shoeing,	270 51
Wages and salaries of president, treasurer, superintendent and their clerks,	213 09
Wages and salaries of all other persons employed in operating the road,	3,102 50
Insurance,	12 90
Damages for injuries to persons and property,	86 00
Office expenses, and all other expenses not included above,	4,259 90
TOTAL EXPENSES OF OPERATING,	\$8,085 19
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . .	\$2,874 79
Interest accrued during the year,	896 16
Balance for the year, or surplus,	1,978 63
Surplus at commencement of year,	\$936 35
Deduct:	
Prior accounts,	\$82 93
Construction rebate,	68 18
	151 11
Surplus at commencement of year as changed by aforesaid entries,	785 24
TOTAL SURPLUS SEPT. 30, 1892,	\$2,763 87
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	2
Other articles of equipment:	
Six head-lights, 2 F 30 armatures, 1 F 30 railway motors, top field spool, 2 registers, 3 ringing devices.	

General Balance Sheet Sept. 30, 1892.									
ASSETS.									
Construction,	.	.	.	.	.	.	.	.	\$57,823 16
Equipment,	.	.	.	.	.	.	.	.	7,176 84
Cash and cash assets,	.	.	.	.	.	.	.	.	3,388 87
TOTAL ASSETS,									\$68,388 87
LIABILITIES.									
Capital stock,	.	.	.	.	.	.	.	.	\$40,000 00
Funded debt,	.	.	.	.	.	.	.	.	25,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	625 00
Surplus,	.	.	.	.	.	.	.	.	2,763 87
TOTAL LIABILITIES,									\$68,388 87
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.									
DR.									
To expenses,	.	.	.	.	.	.	.	.	\$8,085 19
interest,	.	.	.	.	.	.	.	.	896 16
prior accounts,	.	.	.	.	.	.	.	.	82 93
construction rebate,	.	.	.	.	.	.	.	.	68 18
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	2,763 87
									\$11,896 33
CR.									
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	\$936 35
total income,	.	.	.	.	.	.	.	.	10,959 98
									\$11,896 33
DESCRIPTION OF RAILWAY.									
Length of railway owned by company, measured as a single track, exclusive of sidings,									3.40 miles.
Aggregate length of switches, sidings, etc.,									.10 mile.
Total length of track measured as single track,									3.50 miles
Total length of track paved,									1 mile.
Weight of rail per yard, and description of rail: 40 and 45 pounds T.									
Description of the several lines or routes operated by the company:									
From Brockton line through Temple Street to Washington Street, through Washington Street to South Avenue, through South Avenue to Winter Street.									
Total length of railway, measured as single track, not including sidings, etc., operated by this company,									3.40 miles.
MILES RUN, ETC.									
Total number of miles run, to April 1, 1892,									38,066
Total number of passengers carried in the cars, to April 1, 1892,									187,887
Total number of round trips to April 1, 1892,									5,713
Number of persons regularly employed by company, to April 1, 1892,									7
Rates of fare, to April 1, 1892,									5 cents.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Three and fifty one-hundredths.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston. Single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Seven miles per hour.

PROPER ADDRESS OF THE COMPANY.

WHITMAN STREET RAILWAY COMPANY,
WHITMAN, MASS.

NAME AND RESIDENCE OF OFFICERS.

G. H. Campbell, *President*, Boston, Mass. H. B. Rogers, *Superintendent*, Brockton, Mass. Alfred A. Glasier, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

G. H. Campbell, Boston, Mass. Alfred A. Glasier, Boston, Mass. Allston Burr, Boston, Mass. Edwin S. Webster, Boston, Mass. W. B. Ferguson, Malden, Mass.

G. H. CAMPBELL,
ALFRED A. GLASIER,
ALLSTON BURR,

*Directors of the Whitman Street Railway
Company.*

ALFRED A. GLASIER,
Treasurer.

HORACE B. ROGERS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 3, 1892. Then personally appeared G. H. Campbell, Alfred A. Glasier and Allston Burr, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ROBERT P. CLAPP,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 4, 1892. Then personally appeared Horace B. Rogers, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

FRED. M. BIXBY,
Justice of the Peace.

REPORT

OF THE

WHITINSVILLE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Road under construction.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$20,000 00	
Capital stock authorized by votes of company,	20,000 00	
Capital stock paid (par value of shares, \$100), . . . . .	. . . . .	\$20,000 00
Number of stockholders, . . . . .	. . . . . 5	
DEBT.		
Unfunded debt, as follows:		
Whitin Machine Works, . . . . .	. . . . .	\$4,002 91
TOTAL GROSS DEBT, . . . . .	. . . . .	\$4,002 91
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, . . . . .	. . . . .	\$12,456 36
Track, including timber, rails, etc., and laying, . . . . .	. . . . .	9,980 21
Engineering, agencies, salaries and other expenses during construction, . . . . .	. . . . .	1,566 34
TOTAL COST OF CONSTRUCTION, . . . . .	. . . . .	\$24,002 91
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .	. . . . .	\$24,002 91
General Balance Sheet Sept. 30, 1892.		
ASSETS.		
Construction, . . . . .	. . . . .	\$24,002 91
TOTAL ASSETS, . . . . .	. . . . .	\$24,002 91
LIABILITIES.		
Capital stock, . . . . .	. . . . .	\$20,000 00
Unfunded debt, . . . . .	. . . . .	4,002 91
TOTAL LIABILITIES, . . . . .	. . . . .	\$24,002 91

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	1.56 miles.
Aggregate length of switches, sidings, etc., . . . . .	.09 mile.
Total length of track, measured as single track,	1.65 miles.
Total length of track paved, . . . . .	.85 mile.
Weight of rail per yard, and description of rail: .85 mile slope-back rail, 88 pounds per yard; balance, 55 pounds T rail.	

PROPER ADDRESS OF THE COMPANY.

WHITINSVILLE STREET RAILWAY COMPANY,
WHITINSVILLE, MASS.

NAME AND RESIDENCE OF OFFICERS.

C. W. Lasell, *President*, Whitinsville, Mass. J. M. Lasell, *Treasurer and Clerk of Corporation*, Whitinsville, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

C. W. Lasell, Whitinsville, Mass. J. M. Lasell, Whitinsville, Mass. G. M. Whitin, Whitinsville, Mass. C. A. Taft, Whitinsville, Mass. W. L. Taft, Whitinsville, Mass.

J. M. LASELL,
W. L. TAFT,
C. A. TAFT,
C. W. LASELL,
G. M. WHITIN,

*Directors of the Whitinsville Street
Railway Company.*

J. M. LASELL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

COUNTY OF WORCESTER, ss. Nov. 21, 1892. Then personally appeared J. M. Lasell, W. L. Taft, C. A. Taft, C. W. Lasell and G. M. Whitin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ROBERT K. BROWN,
Notary Public.

REPORT
OF THE
WINNISIMMET RAILROAD COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

[This road is leased to and operated by the Lynn & Boston Railroad Company]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$75,000 00
Capital stock authorized by votes of company, . . .	50,000 00
Capital stock paid (par value of shares, \$50), . . .	\$50,000 00
Number of stockholders,	47
DEBT.	
Unfunded debt, as follows:	
Unpaid dividends,	\$40 50
TOTAL GROSS DEBT,	\$40 50
Amount of cash assets, viz.:	
Cash,	163 85
PERMANENT INVESTMENTS.	
RAILWAY.	
TOTAL COST OF CONSTRUCTION,	\$50,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$50,000 00
Cash assets,	163 85
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$50,163 85
REVENUE FOR THE YEAR.	
Received from other railways as tolls or rent:	
Lynn and Boston Railroad Company,	\$3,000 00
TOTAL INCOME FROM ALL SOURCES,	\$3,000 00
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$3,000 00
Dividends declared (6 per cent. for the year),	3,000 00
Surplus at commencement of year,	123 35
TOTAL SURPLUS SEPT. 30, 1892,	\$123 35

General Balance Sheet Sept. 30, 1892.									
ASSETS.									
Construction,	.	.	.	.	.	.	.	.	\$50,000 00
Cash and cash assets,	.	.	.	.	.	.	.	.	163 85
TOTAL ASSETS,									\$50,163 85
LIABILITIES.									
Capital stock,	.	.	.	.	.	.	.	.	\$50,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	40 50
Surplus,	.	.	.	.	.	.	.	.	123 35
TOTAL LIABILITIES,									\$50,163 85
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.									
Dr.									
To dividends,	.	.	.	.	.	.	.	.	\$3,000 00
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	123 35
									\$3,123 35
Cr.									
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	\$123 35
total income,	.	.	.	.	.	.	.	.	3,000 00
									\$3,123 35
DESCRIPTION OF RAILWAY.									
Length of railway owned by company, measured as a single track, exclusive of sidings,									1.8836 miles.
Aggregate length of switches, sidings, etc.,									.0789 mile.
Total length of track, measured as single track,									1.9625 miles.
Total length of track paved,									1.9625 miles.
Weight of rail per yard, and description of rail: 70 pounds girder.									

PROPER ADDRESS OF THE COMPANY.

WINNISIMMET RAILROAD COMPANY,

13 TREMONT ROW, ROOM 3, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Thomas P. Proctor, *President*, Boston, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Thomas P. Proctor, Boston, Mass. David H. Coolidge, Boston, Mass.
Edward Russell, Brookline, Mass. Edward R. Cogswell, Cambridge, Mass.
E. Francis Oliver, Boston, Mass.

THOS. P. PROCTOR,
DAVID H. COOLIDGE,
E. FRANCIS OLIVER,

*Directors of the Winnisimmet Railroad
Company.*

E. FRANCIS OLIVER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1892. Then personally appeared the above-named Thomas P. Proctor, David H. Coolidge and E. Francis Oliver, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EUGENE TAPPAN,
Justice of the Peace.

REPORT
OF THE
WORONOCO STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.									
CAPITAL STOCK.									
Capital stock authorized by charter,	.	.	.	.	.	\$25,000	00		
Capital stock authorized by votes of company,						25,000	00		
Capital stock paid (par value of shares, \$100),	.	.	.	.	.			\$25,000	00
Number of stockholders,	.	.	.	.	.		25		
DEBT.									
Unfunded debt, as follows:									
Savings bank note,	.	.	.	.	.	\$5,000	00		
National bank notes,	.	.	.	.	.	6,000	00		
TOTAL GROSS DEBT,	.	.	.	.	.			\$11,000	00
Amount of cash assets, viz.,	.	.	.	.	.			1,025	91
Cash,	.	.	.	.	.	\$735	16		
Supplies,	.	.	.	.	.	240	75		
Debit balances,	.	.	.	.	.	50	00		
NET DEBT,	.	.	.	.	.			\$9,974	09
PERMANENT INVESTMENTS.									
RAILWAY.									
Grading and paving,	.	.	.	.	.			\$6,652	43
Track, including timber, rails, etc., and laying,	.	.	.	.	.			10,753	75
Engineering, agencies, salaries and other expenses during construction,	.	.	.	.	.			1,372	23
TOTAL COST OF CONSTRUCTION,	.	.	.	.	.			\$18,778	41
EQUIPMENT.									
Horses,	.	.	.	.	.			\$3,750	00
Cars,	.	.	.	.	.			2,444	49
Other articles of equipment,	.	.	.	.	.			262	35
TOTAL COST OF EQUIPMENT,	.	.	.	.	.			\$6,456	84

LAND AND BUILDINGS.	
Land owned by company needed in operating road, . . .	\$250 00
Buildings owned by company needed in operating road, . . .	10,272 33
TOTAL COST OF LAND AND BUILDINGS,	\$10,522 33
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	\$35,757 58
Cash assets,	1,025 91
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$36,783 49
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 1,010),	\$2,610 41
New cars,	145 14
Other equipment,	119 45
Land and buildings,	4,111 10
TOTAL ADDITION TO PROPERTY,	\$6,986 10
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$11,435 40
Received from sales of manure,	237 50
TOTAL EARNINGS,	\$11,672 90
Income from other sources:	
Rent of tenements,	105 53
TOTAL INCOME FROM ALL SOURCES,	\$11,778 43
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$97 14
Repairs of cars and other vehicles, harness and horse-shoeing,	800 47
Repairs of buildings,	60
Renewal of horses,	80 00
Wages and salaries of all other persons employed in operating the road,	5,887 10
Provender,	3,685 36
Taxes, State and local,	271 69
Insurance,	200 00
Office expenses, and all other expenses not included above,	306 32
TOTAL EXPENSES OF OPERATING,	\$11,328 68
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$449 75
Interest accrued during the year and paid,	466 33
Balance for the year, or deficit,	16 58
Surplus at commencement of year,	800 07
TOTAL SURPLUS SEPT. 30, 1892,	\$783 49
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	3
Open cars,	2
Horses,	29
Harnesses (pairs of),	6

General Balance Sheet Sept. 30, 1892.									
ASSETS.									
Construction,	.	.	.	.	.	.	.	.	\$18,778 41
Equipment,	.	.	.	.	.	.	.	.	6,456 84
Land and buildings,	.	.	.	.	.	.	.	.	10,522 33
Cash and cash assets,	.	.	.	.	.	.	.	.	1,025 91
TOTAL ASSETS,									\$36,783 49
LIABILITIES.									
Capital stock,	.	.	.	.	.	.	.	.	\$25,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	11,000 00
Surplus,	.	.	.	.	.	.	.	.	783 49
TOTAL LIABILITIES,									\$36,783 49
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.									
DR.									
To expenses,	.	.	.	.	.	.	.	.	\$11,328 68
interest,	.	.	.	.	.	.	.	.	466 33
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	783 49
									\$12,578 50
CR.									
By balance Sept. 30, 1891,	.	.	.	.	.	.	.	.	\$800 07
total income,	.	.	.	.	.	.	.	.	11,778 43
									\$12,578 50
DESCRIPTION OF RAILWAY.									
Length of railway owned by company, measured as a single track, exclusive of sidings,									1.70 miles.
Aggregate length of switches, sidings, etc.,									.316 mile.
Total length of track, measured as single track,									2.016 miles.
Total length of track paved,									2.016 miles.
Weight of rail per yard, and description of rail: T rail.									
Total length of railway, measured as single track, not including sidings, etc., operated by this company,									1.70 miles.
MILES RUN, ETC.									
Total number of miles run during the year,									81.929
Total number of passengers carried in the cars,									232.264
Total number of round trips for the year,									24,097
Number of persons regularly employed by company,									12
Rates of fare,									5 cents.
PROPER ADDRESS OF THE COMPANY.									
WORONOCO STREET RAILWAY COMPANY,									
WESTFIELD, MASS.									

NAME AND RESIDENCE OF OFFICERS.

Chas. N. Yeamans, *President*, Westfield, Mass. John Finnell, *Superintendent*, Westfield, Mass. O. B. Parks, *Treasurer*, Westfield, Mass. S. B. Campbell, *Clerk of Corporation*, Westfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Amos F. Eno, New York, N. Y. Chas. N. Yeamans, Westfield, Mass.
Oren B. Parks, Westfield, Mass. Henry G. Taylor, Westfield, Mass. Robert
B. Cram, Westfield, Mass. James A. Shepard, Westfield, Mass. Fred. F.
Van Deusen, Westfield, Mass.

CHAS. N. YEAMANS, *President.*

OREN B. PARKS,

HENRY A. TAYLOR,

JAMES A. SHEPARD,

FREDERICK F. VAN DEUSEN,

ROBT. B. CRAM,

*Majority of the Directors of the Woronoco Street
Railway Company.*

O. B. PARKS,

Treasurer.

JOHN FINNELL,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. WESTFIELD, Oct. 31, 1892. Then personally appeared
Charles N. Yeamans, Oren B. Parks, Henry G. Taylor, James A. Shepard,
Frederick F. Van Deusen, Robert B. Cram and John Finnell, and severally
made oath to the truth of the foregoing statement by them subscribed, accord-
ing to their best knowledge and belief.

ALFRED F. LILLEY,

Justice of the Peace.

REPORT

OF THE

WAKEFIELD & STONEHAM STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$40,000 00	
Capital stock authorized by votes of company,	40,000 00	
Capital stock paid (par value of shares, \$100), . . . . .	. . . . .	\$50,000 00
Number of stockholders, . . . . .	. . . . . 32	
Amount of cash assets, viz., . . . . .	. . . . .	\$3,076 85
Cash,	\$2,660 17	
Debit balances,	416 68	
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, . . . . .	. . . . .	\$2,418 40
Track, including timber, rails, etc., and laying, . . . . .	. . . . .	31,054 48
Engineering, agencies, salaries and other expenses during construction, . . . . .	. . . . .	148 50
TOTAL COST OF CONSTRUCTION, . . . . .	. . . . .	\$33,621 38
EQUIPMENT.		
Horses, . . . . .	. . . . .	\$250 00
Cars, . . . . .	. . . . .	3,086 37
Other articles of equipment, . . . . .	. . . . .	10,291 95
TOTAL COST OF EQUIPMENT, . . . . .	. . . . .	\$13,628 32
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road, . . . . .	. . . . .	\$205 98
TOTAL COST OF LAND AND BUILDINGS, . . . . .	. . . . .	\$205 98
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . . . .	. . . . .	\$47,455 68
Cash assets, . . . . .	. . . . .	3,076 85
TOTAL PROPERTY AND ASSETS OF COMPANY, . . . . .	. . . . .	\$50,532 53

REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$1,687 75
TOTAL INCOME FROM ALL SOURCES,	\$1,687 75
EXPENSES OF OPERATING FOR THE YEAR.	
Wages and salaries of president, treasurer, superintendent and their clerks,	\$100 84
Wages and salaries of all other persons employed in operating the road,	631 23
Electric motive power,	319 01
Insurance,	83 32
Office expenses, and all other expenses not included above,	20 82
TOTAL EXPENSES OF OPERATING,	\$1,155 22
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$532 53
TOTAL SURPLUS SEPT. 30, 1892,	\$532 53
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Open cars,	4
Horses,	1
Harnesses (single),	1
Other articles of equipment: wagon,	1
Number of open cars fitted with electric motors,	2
General Balance Sheet Sept. 30, 1892.	
ASSETS.	
Construction,	\$33,621 38
Equipment,	13,628 32
Land and buildings,	205 98
Cash and cash assets,	3,076 85
TOTAL ASSETS,	\$50,532 53
LIABILITIES.	
Capital stock,	\$50,000 00
Surplus,	532 53
TOTAL LIABILITIES,	\$50,532 53
Copy of Profit and Loss Account for the Year ending Sept. 30, 1892.	
DR.	
To expenses,	\$1,155 22
balance carried forward Sept. 30, 1892,	532 53
	\$1,687 75
CR.	
By total income,	\$1,687 75
	\$1,687 75

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	2.743 miles.
Aggregate length of switches, sidings, etc., . . . . .	.09 mile.
Total length of track, measured as single track,	2.833 miles.
Total length of track paved, . . . . .	.5 mile.
Weight of rail per yard, and description of rail: T, 48 pounds; girder, 70 pounds.	
Description of the several lines or routes operated by the company:	
Line runs in Wakefield from Melvin and Water streets on Water Street to Main Street, along Main Street to Albion Street and on Albion Street to Elm Street, Stoneham, continuing on Elm to Main Street along Main Street to Montvale Avenue, Stoneham.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,.	2.743 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	6,617
Total number of passengers carried in the cars,	34,383
Total number of round trips for the year,	1,792
Number of persons regularly employed by the company,	9
Rates of fare,	5 cents.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Two and eight hundred and thirty-three thousandths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. All electric.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Westinghouse. Single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. About seven and one-half miles per hour.

PROPER ADDRESS OF THE COMPANY.

WAKEFIELD & STONEHAM STREET RAILWAY COMPANY,

WAKEFIELD, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. Maynard E. Clemons, *Superintendent*, Wakefield, Mass. William L. Harris, *Treasurer*, North Wilmington, Mass. Ezra M Southworth, *Clerk of Corporation*, Wakefield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Woodward, Wakefield, Mass. Daniel G. Walton, Wakefield, Mass. Charles T. Guild, North Attleborough, Mass. J. Wallace Grace,

Wakefield, Mass. Ezra M. Southworth, Wakefield, Mass. Maynard E. Clemons, Wakefield, Mass. William L. Harris, Wilmington, Mass.

DANIEL G. WALTON,
C. T. GUILD,
MAYNARD E. CLEMONS,
WILLIAM L. HARRIS,
EZRA M. SOUTHWORTH,
CHAS. F. WOODWARD,
J. WALLACE GRACE,
*Directors of the Wakefield & Stoneham
Street Railway Company.*
WILLIAM L. HARRIS,
Treasurer.
MAYNARD E. CLEMONS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 1, 1892. Then personally appeared Charles F. Woodward, Daniel G. Walton, Maynard E. Clemons, William L. Harris, Ezra M. Southworth and J. Wallace Grace, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHESTER W. EATON,
Justice of the Peace.

REPORT
OF THE
WORCESTER CONSOLIDATED STREET RAILROAD
COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$700,000 00	
Capital stock authorized by votes of company,	700,000 00	
Capital stock paid (par value of shares, \$100), . . . . .	. . . . .	\$700,000 00
Number of stockholders, . . . . .	. . . . . 72	
DEBT.		
Funded debt, as follows, . . . . .	. . . . .	\$150,000 00
Bonds due, rate of interest 5 per cent.,	\$150,000 00	
Unfunded debt, as follows, . . . . .	. . . . .	28,423 57
Accounts,	\$28,423 57	
TOTAL GROSS DEBT, . . . . .	. . . . .	\$178,423 57
Amount of cash assets, viz , . . . . .	. . . . .	55,776 57
Cash,	\$51,139 90	
Supplies,	643 41	
Debit balances,	3,993 26	
NET DEBT, . . . . .	. . . . .	\$122,647 00
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	}	\$485,567 23
Track, including timber, rails, etc., and laying,		
Engineering, agencies, salaries and other expenses during construction, . . . . .	. . . . .	5,881 96
TOTAL COST OF CONSTRUCTION, . . . . .	. . . . .	\$491,449 19
EQUIPMENT.		
Horses, . . . . .	. . . . .	\$64,431 00
Cars, . . . . .	. . . . .	71,415 34
Other articles of equipment, . . . . .	. . . . .	14,275 74
TOTAL COST OF EQUIPMENT, . . . . .	. . . . .	\$150,122 08
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . . . .	. . . . .	\$92,803 11
Buildings owned by company needed in operating road, . . . . .	. . . . .	87,665 46
TOTAL COST OF LAND AND BUILDINGS, . . . . .	. . . . .	\$180,468 57

OTHER PROPERTY.	
Electric equipment on lake line,	\$13,923 07
Electric equipment at power station,	24,643 87
	<hr/>
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$38,566 94
Cash assets,	860,606 78
	<hr/>
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$916,383 35
 PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 11,700),	\$73,253 81
Electrical equipment,	38,566 94
New cars (number, 5),	1,696 90
Other equipment,	2,130 09
Land and buildings,	475 46
	<hr/>
TOTAL ADDITION TO PROPERTY,	\$116,123 18
 REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$314,004 19
Received from sales of manure,	1,902 36
	<hr/>
TOTAL EARNINGS,	\$315,906 55
Income from other sources,	2,566 20
Rent of tenements,	\$1,781 70
Advertising in cars,	784 50
	<hr/>
TOTAL INCOME FROM ALL SOURCES,	\$318,472 75
 EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$3,626 69
Repairs of cars and other vehicles, harness and horse-shoeing,	21,606 43
Repairs of buildings,	2,826 75
Renewal of horses,	9,426 60
Wages and salaries of president, treasurer, superintendent and their clerks,	13,958 02
Wages and salaries of all other persons employed in operating the road,	106,635 05
Provender,	53,980 13
Taxes, State and local,	7,959 22
Rent and tolls paid other companies for use of their roads,	10,606 08
Power from the Worcester Electric Light Company,	\$7,819 13
Wages, electric line,	1,814 74
Repairs, electric line,	972 21
Insurance,	3,987 97
Damages for injuries to persons and property,	929 93
Office expenses, and all other expenses not included above,	19,952 70
	<hr/>
TOTAL EXPENSES OF OPERATING,	\$255,495 57
 NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$62,977 18
Interest accrued during the year,	15,912 31
Dividends declared, 8 per cent. for the year,*	28,000 00
Balance for the year, or surplus,	19,064 87

* On \$350,000, capital stock.

Surplus at commencement of year,	\$18,809 04	
Deduct: funds lost or stolen,	120 50	
	<hr/>	
	\$18,688 54	
Add: cash over,	206 37	
	<hr/>	
Surplus at commencement of year, as changed by aforesaid entries,		\$18,894 91
TOTAL SURPLUS SEPT. 30, 1892,		<hr/> \$37,959 78

INVENTORY OF EQUIPMENT SEPT. 30, 1892.

Box cars,	49
Open cars,	47
Horses,	478
Harnesses (pairs of),	87
Other articles of equipment:	
One tower wagon, 4 snow-ploughs, 3 wagons, 4 road machines, 6 carts, 3 scrapers, 1 water meter, 18 car heater stoves, 1 water tank.	
Number of box cars fitted with electric motors,	6
Number of open cars fitted with electric motors,	6

General Balance Sheet Sept. 30, 1892.

ASSETS.

Construction,	\$491,449 19
Equipment,	150,122 08
Land and buildings,	180,468 57
Cash and cash assets,	55,776 57
TOTAL ASSETS,	<hr/> \$916,383 35

LIABILITIES.

Capital stock,	\$700,000 00
Funded debt,	150,000 00
Unfunded debt,	28,423 57
Surplus,	37,959 78
TOTAL LIABILITIES,	<hr/> \$916,383 35

Copy of Profit and Loss Account for the Year ending
Sept. 30, 1892.

DR.

To expenses,	\$255,495 59
interest,	15,912 31
dividends,	28,000 00
balance carried forward Sept. 30, 1892.	37,959 78
	<hr/> \$337,367 66

Cr.

By balance Sept. 30, 1891,	\$18,894 91
total income,	318,472 75
	<hr/> \$337,367 66

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	23.326 miles.
Aggregate length of switches, sidings, etc.,	1.818 miles.
Total length of track, measured as single track,	25.144 miles.
Total length of track paved,	25.144 miles.
Weight of rail per yard, and description of rail: 35 and 40 pounds.	
Description of the several lines or routes operated by the company:	
Main line Adams Square to Webster Square; Lincoln Square to Stearns Square; Lincoln Square to Union Station; Lincoln Square to Quinsigamond Village; Lincoln Square to Elm Square; Union Station to New Worcester, via Chandler Street, Park Avenue and Mill Street; Polytechnic Institute to Chadwick Square; Washington Square to Lake Quinsigamond; Main Street to Grant Square; Main Street to Normal School; Union Station to New Worcester.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	23.326 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	1,045,571
Total number of passengers carried in the cars,	7,496,327
Total number of round trips for the year,	209,992
Number of persons regularly employed by company,	220
Rates of fare,	5 cents.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Three and six-tenths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Used by electricity only.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Westinghouse; overhead.

Number of miles of track for electric railway under construction Sept 30, 1892. Three thousand six hundred and fifty feet.

Name of system, or, if storage batteries are to be used, the name of the storage battery. Westinghouse.

Average speed of the electric cars operated by your company where not impeded by horse-cars. Allowed by city ordinance: six miles inside mile circle, eight miles outside.

PROPER ADDRESS OF THE COMPANY.

WORCESTER CONSOLIDATED STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAME AND RESIDENCE OF OFFICERS.

Chas. B. Pratt, *President*, Worcester, Mass. Thos. Fairbrother, *Superintendent*, Worcester, Mass. Harry S. Seeley, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Chas. B. Pratt, Worcester, Mass. A. G. Bullock, Worcester, Mass. J. H. Clarke, Worcester, Mass. N. S. Liscomb, Worcester, Mass. Geo. McAleer, Worcester, Mass. F. A. Gaskill, Worcester, Mass. H. S. Seeley, Worcester, Mass. G. H. Seeley, New York, N. Y. N. Seeley, New York, N. Y.

CHAS. B. PRATT,
JOSIAH H. CLARKE,
N. S. LISCOMB,
GEORGE MCALEER,
H. S. SEELEY,

*Directors of the Worcester Consolidated
Street Railway Company.*

H. S. SEELEY,

Treasurer.

THOMAS FAIRBROTHER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. Nov. 1, 1892. Then personally appeared Charles B. Pratt, Josiah H. Clarke, N. S. Liscomb, George McAleer, H. S. Seeley and Thomas Fairbrother, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

A. G. BULLOCK,
Justice of the Peace.

REPORT

OF THE

WORCESTER, LEICESTER & SPENCER STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1892.

[Operated by electricity.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$250,000 00	
Capital stock paid (par value of shares, \$100),		\$250,000 00
Account new stock receipts given,		20,536 00
		<hr/>
		\$270,536 00
Number of stockholders,	89	
DEBT.		
Unfunded debt, as follows:		
Notes payable,	\$89,999 94	
Sundry persons,	21,650 94	
Accrued interest,	268 10	
	<hr/>	
TOTAL GROSS DEBT,		\$111,918 98
Amount of cash assets, viz.:		
Cash,	\$14,769 31	
Supplies,	6,483 38	
Debit balances,	7,255 31	
	<hr/>	
		28,508 00
		<hr/>
NET DEBT,		\$83,410 98
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,	}	\$177,244 97
Track, including timber, rails, etc., and laying,		
Interest, engineering, agencies, salaries and other expenses during construction,		4,961 82
		<hr/>
TOTAL COST OF CONSTRUCTION,		\$182,206 79
EQUIPMENT.		
Horses,		\$150 00
Cars,		91,853 35
Other articles of equipment,		62,587 28
		<hr/>
TOTAL COST OF EQUIPMENT,		\$154,590 63

LAND AND BUILDINGS.	
Land owned by company needed in operating road,	\$6,630 24
Buildings owned by company needed in operating road,	35,334 89
TOTAL COST OF LAND AND BUILDINGS,	\$41,965 13
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$378,762 55
Cash assets,	28,508 00
TOTAL PROPERTY AND ASSETS OF COMPANY,	\$407,270 55
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks,	\$60,270 13
New horses,	150 00
Other equipment,	134,228 85
Land and buildings,	2,959 17
TOTAL ADDITION TO PROPERTY,	\$197,608 15
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$100,845 71
Received from mails and express,	273 75
Income from other sources,	520 75
Advertising in cars, \$520 75	
TOTAL INCOME FROM ALL SOURCES,	\$101,640 21
EXPENSES OF OPERATING FOR THE YEAR.	
Repairs of road-bed and track,	\$9,214 30
Repairs of cars and other vehicles, harness and horse-shoeing,	9,958 81
Repairs of buildings,	61 54
Renewal of horses,	281 50
Wages and salaries of president, treasurer, superintendent and their clerks,	4,514 65
Wages and salaries of all other persons employed in operating the road,	23,638 29
Engineers, firemen, fuel, oil, waste and repairs,	14,326 09
Taxes, State and local,	60 85
Insurance,	1,599 96
Damages for injuries to persons and property,	27 00
Office expenses, and all other expenses not included above,	3,735 37
TOTAL EXPENSES OF OPERATING,	\$67,418 36
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$34,221 85
Interest accrued during the year,	1,906 28
Dividends declared (3 per cent. for the year),	7,500 00
Balance for the year, or surplus,	24,815 57
TOTAL SURPLUS SEPT. 30, 1892,	\$24,815 57
INVENTORY OF EQUIPMENT SEPT. 30, 1892.	
Box cars,	13
Open cars,	16
Horses,	1
Harnesses (pairs of),	3
Number of box cars fitted with electric motors,	13
Number of open cars fitted with electric motors,	13
Number of electric snow-ploughs,	4

General Balance Sheet Sept. 30, 1892.

ASSETS.

Construction,	\$182,206 79
Equipment,	96,857 89
Land and buildings,	41,965 13
Other property,	57,732 74
Cash and cash assets,	28,508 00
TOTAL ASSETS,	\$407,270 55

LIABILITIES.

Capital stock,	\$250,000 00
Capital stock (receipts),	20,536 00
Unfunded debt,	111,918 98
Surplus,	24,815 57
TOTAL LIABILITIES,	\$407,270 55

Copy of Profit and Loss Account for the Year ending
Sept. 30, 1892.

DR.

To expenses,	.	.	.	.	.	.	.	.	.	\$67,418	36
interest,	.	.	.	.	.	.	.	.	.	1,906	28
dividends,	.	.	.	.	.	.	.	.	.	7,500	00
balance carried forward Sept. 30, 1892,	.	.	.	.	.	.	.	.	.	24,815	57
										\$101,640	21

CR.

By total income,	\$101,640 21
	<hr/>
	\$101,640 21

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	12.49 miles.
Aggregate length of switches, sidings, etc., . . . . .	.498 mile.
Total length of track, measured as single track,	12.988 miles.
Total length of track paved,	6 904 “
Description of the several lines or routes operated by the company:	
From City Hall in Worcester, through Leicester to the Town Hall in Spencer.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company,	12.49 miles.

MILES RUN, ETC.

Total number of miles run during the year,	372,938
Total number of passengers carried in the cars,	1,173,492
Total number of round trips for the year,	15,749
Number of persons regularly employed by company. . . .	62
Rates of fare: 5 cents in Worcester, 10 cents to Leicester and 20 cents to Spencer.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	12	-	14
Employees,	-	-	-	-	-	-
Others,	-	-	-	12	-	12

STATEMENT OF EACH ACCIDENT.

Boy running beside car fell under wheel; one foot taken off.

Lady and gentleman drove from Cross Street in front of car, struck by the same; both thrown out and injured

Team drove in front of car; struck by the same, shaft broken.

Passenger moving from one seat to another on foot-board of open car slipped and fell.

Passenger thrown off front platform by car jumping track.

Fuse blown; lady jumped from car.

Passenger with peddler's pack jumped from car while it was in motion; struck bank at side of track, fell down and rolled under the car; died soon after.

Horse jumped in front of car, buggy damaged slightly.

Intoxicated man walking beside car; staggered and was struck by the car.

Carriage slightly damaged.

Team driven across the track, struck by the car and driver thrown out.

Passenger, intoxicated, stepped off before car stopped.

Passenger slipped from platform while car was going around curve.

• Lady slipped and fell while stepping off from car.

Team drove across track; driver intoxicated; car broke one wheel.

Passenger riding on front platform leaned out to look back and was struck by lamp post under bridge.

Passenger, intoxicated, fell in getting off the car.

Passenger riding on running board of open car leaned back and was struck by telegraph pole.

Horse bolted in front of car, wheel broken.

Car jumped track at curve, passenger thrown off.

Man, deaf, standing on track watching steam roller was struck by car, run over and died shortly after.

Man, intoxicated, drove in front of car; wheel of wagon injured.

Conductor replacing lamp; same flashed, passenger became frightened and jumped off.

Passenger attempting to move from one seat to another on running-board of open car, slipped and fell.

Passenger attempted to get off car before it stopped, slipped and fell.

Passenger attempted to turn round on step, slipped and fell off.

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Twelve and nine hundred and eighty-eight one-thousandths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Solely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston. Overhead. Single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Six miles per hour in city and villages; ten miles per hour between city and villages.

PROPER ADDRESS OF THE COMPANY.

WORCESTER, LEICESTER & SPENCER STREET RAILWAY
COMPANY,

No. 425 MAIN STREET, WORCESTER, MASS.

NAME AND RESIDENCE OF OFFICERS.

Samuel Winslow, *President*, Worcester, Mass. George A. Murch, *Superintendent*, Leicester, Mass. Thos. T. Robinson, *Treasurer and Clerk of Corporation*, Dedham, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Samuel Winslow, Worcester, Mass. T. M. Rogers, Worcester, Mass. W. F. Whittemore, Leicester, Mass. Edwin L. Watson, Leicester, Mass. I. L. Prouty, Spencer, Mass. W. B. Ferguson, Malden, Mass. Thos. T. Robinson, Dedham, Mass.

SAMUEL WINSLOW,
T. M. ROGERS,
THOS. T. ROBINSON,
W. F. WHITTEMORE,
EDWIN L. WATSON,

*Majority of Directors of the Worcester, Leicester &
Spencer Street Railway Company.*

THOS. T. ROBINSON,
Treasurer.

GEO. A. MURCH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. Oct. 26, 1892. Then personally appeared Samuel Winslow, T. M. Rogers, Thomas T. Robinson, W. F. Whittemore, Edwin L. Watson and Geo. A. Murch, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

BARTON W. POTTER,
Justice of the Peace.

REPORT
OF THE
WORCESTER & MILLBURY STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPT. 30, 1892.

[Road under construction.]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$150,000 00
Capital stock paid (par value of shares, \$100),	\$150,000 00
Number of stockholders,	89
DEBT.	
Unfunded debt, as follows:	
Sundry persons,	\$145,390 39
TOTAL GROSS DEBT,	\$145,390 39
Amount of cash assets, viz.,	69,946 22
Cash,	\$18,703 12
Supplies,	1,197 70
Debit balances,	50,046 00
NET DEBT,	\$75,443 57
PERMANENT INVESTMENTS.	
RAILWAY.	
Grading and paving and track, including timber, rails, etc., and laying,	\$113,429 62
Interest during construction, commissions, discounts, etc.,	1,071 50
TOTAL COST OF CONSTRUCTION,	\$114,501 12
EQUIPMENT.	
Horses and wagons,	\$353 50
Cars, trucks and motors,	34,383 90
TOTAL COST OF EQUIPMENT,	\$34,737 40
LAND AND BUILDINGS.	
Land owned by company needed in operating road,	\$6,272 44
Buildings owned by company needed in operating road,	33,682 75
TOTAL COST OF LAND AND BUILDINGS,	\$39,955 19

OTHER PROPERTY.										
Tools,	.	.	.	.	.	.	.	.	.	\$366 22
Office furniture,	.	.	.	.	.	.	.	.	.	50 25
Steam plant,	.	.	.	.	.	.	.	.	.	25,827 39
Electric plant,	.	.	.	.	.	.	.	.	.	10,006 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,										\$225,443 57
Cash assets,	.	.	.	.	.	.	.	.	.	69,946 82
TOTAL PROPERTY AND ASSETS OF COMPANY,										\$295,390 39
INVENTORY OF EQUIPMENT SEPT. 30, 1892.										
Box cars,	.	.	.	.	.	.	.	.	.	8
Open cars,	.	.	.	.	.	.	.	.	.	6
Horses,	.	.	.	.	.	.	.	.	.	1
Harnesses (pairs of),	.	.	.	.	.	.	.	.	.	2
Other articles of equipment:										
Buggy, coal cart, tower wagon.										
Number of box cars fitted with electric motors,	.	.	.	.	.	.	.	.	.	4
Number of open cars fitted with electric motors,	.	.	.	.	.	.	.	.	.	4
General Balance Sheet Sept. 30, 1892.										
ASSETS.										
Construction,	.	.	.	.	.	.	.	.	.	\$114,501 12
Equipment,	.	.	.	.	.	.	.	.	.	34,737 40
Land and buildings,	.	.	.	.	.	.	.	.	.	39,955 19
Other property,	.	.	.	.	.	.	.	.	.	36,249 86
Cash and cash assets,	.	.	.	.	.	.	.	.	.	69,946 82
TOTAL ASSETS,										\$295,390 39
LIABILITIES.										
Capital stock,	.	.	.	.	.	.	.	.	.	\$150,000 00
Unfunded debt,	.	.	.	.	.	.	.	.	.	145,390 39
TOTAL LIABILITIES,										\$295,390 39
DESCRIPTION OF RAILWAY.										
Length of railway owned by company, measured as a single track, exclusive of sidings,										7.4034 miles.
Aggregate length of switches, sidings, etc.,										.6173 mile.
Total length of track, measured as single track,										8.0200 miles.
Total length of track paved,										4.7336 miles.
Weight of rail per yard, and description of rail: 50 pounds T, and 70 pounds girder.										

How many miles of track, taken as single track, did this company operate by electricity on the thirtieth day of September, 1892? Eight and twenty one-thousandths miles.

Also state whether upon these miles of track the cars were operated solely by electricity, or whether the rails were partly used by the electric cars and partly by the horse-cars. Solely by electricity.

Name of system, if overhead wires are used, and whether single or double trolley system is used. Thomson-Houston; overhead; single trolley.

Average speed of the electric cars operated by your company, where not impeded by horse-cars. Six miles per hour in city and villages. Ten miles per hour between city and villages.

PROPER ADDRESS OF THE COMPANY.

WORCESTER & MILLBURY STREET RAILWAY COMPANY,
425 MAIN STREET, WORCESTER, MASS.

NAME AND RESIDENCE OF OFFICERS.

Samuel Winslow, *President*, Worcester, Mass. Thomas T. Robinson, *Treasurer and Clerk of Corporation*, Dedham, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Samuel Winslow, Worcester, Mass. T. M. Rogers, Worcester, Mass. C. D. Morse, Millbury, Mass. L. L. Whitney, Millbury, Mass. Edwin L. Watson, Leicester, Mass. Thomas T. Robinson, Dedham, Mass. W. B. Ferguson, Malden, Mass.

SAMUEL WINSLOW,
T. M. ROGERS,
THOS. T. ROBINSON,
EDWIN L. WATSON,
L. L. WHITNEY,

*Majority of the Directors of the Worcester & Millbury
Street Railway Company.*

THOS. T. ROBINSON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Oct. 26, 1892. Then personally appeared Samuel Winslow, T. M. Rogers, Thomas T. Robinson, Edwin L. Watson and L. L. Whitney, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

BARTON W. POTTER,
Justice of the Peace.

REPORT

OF THE

WORCESTER & SHREWSBURY STREET RAILWAY
COMPANY,

FOR THE YEAR ENDING JUNE 30, 1892.

[Under construction.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$20,000 00	
Capital stock authorized by votes of company,	20,000 00	
Capital stock paid (par value of shares, \$100),	.	\$10,000 00
Number of stockholders,	15	
DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as a single track, exclusive of sidings,	.	.500 miles.
Total length of track paved; all paved.		
Weight of rail per yard, and description of rail: T, 58 pounds steel per yard.		

PROPER ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAME AND RESIDENCE OF OFFICERS.

Horace H. Bigelow, *President and Treasurer*, Worcester, Mass. Irving E. Bigelow, *Superintendent*, Worcester, Mass. George A. Stevens, *Clerk of Corporation*, Worcester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Horace H. Bigelow, Worcester, Mass. James M. Drennan, Worcester, Mass. George A. Stevens, Worcester, Mass. Chas. S. Turner, Worcester,

Mass. Julian F. Bigelow, Worcester, Mass. Josiah H. Clarke, Worcester,
Mass. Lambert Bigelow, Worcester, Mass.

HORACE H. BIGELOW,
JAS. M. DRENNAN,
JOSIAH H. CLARKE,
GEO. A. STEVENS,

*Directors of the Worcester & Shrewsbury
Street Railway Company.*

HORACE H. BIGELOW,
Treasurer.

IRVING E. BIGELOW,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Dec. 10, 1892. Then personally appeared Horace H. Bigelow, James M. Drennan, Josiah H. Clarke, George A. Stevens and Irving E. Bigelow, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EBEN F. THOMPSON,
Justice of the Peace.

LEASES.

LEASES.

CONTRACT.

NEW YORK AND NEW ENGLAND RAILROAD COMPANY

AND

OLD COLONY RAILROAD COMPANY.

[COPY.]

THIS AGREEMENT, made this second day of March, A.D. 1891, between the New York and New England Railroad Company, party of the first part, and the Old Colony Railroad Company, party of the second part, —

WITNESSETH : That whereas the party of the second part is about to construct its railroad to a connection with the railroad of the party of the first part at a point in the town of Norwood, Massachusetts, hereinafter called Norwood Junction, and desires to run its engines and cars over the railroad of the party of the first part between said proposed junction and the junction between its railroad and the railroad of the party of the first part in the town of Dedham, hereinafter called Dedham Junction, and to exclusively run its engines and cars over the present main track of the party of the first part between said Dedham Junction and a point on the road of the party of the first part called Islington Junction ;

NOW THEREFORE, the parties hereby agree as follows : —

First. The party of the first part will so alter its railroad between Dedham Junction and Islington Junction as to enable it to permit the party of the second part to exclusively run its cars and engines over the present main track between those points. The party of the second part will construct and provide all necessary interlocking towers, signals and switches at the points where the roads of the two parties intersect at Norwood Junction, Islington Junction and Dedham Junction, and the same shall be maintained and operated by the party of the first part, but the party of the second part shall pay monthly to the party of the first part all moneys expended by it in the proper maintenance and operation thereof.

Second. The party of the first part will permit the party of the second part to run its engines and cars over its railroad between said Norwood Junction and Dedham Junction, under the rules and regulations of the party of the first part for the running of trains on its road, at such times as the business of the party of the second part may require, not to interfere, however, with the running of the trains of the party of the first part, and will permit it to thus run its engines and cars exclusively over the present main track between Dedham Junction and Islington Junction, except it becomes necessary for the party of the first part to operate upon said portion of the road a work train for the purpose of repairs.

Third. The party of the second part will pay to the party of the first part for each passenger (except season ticket passengers), and for each ton of freight transported over it by the said road of the party of the first part seven (7) cents, and will make and deliver to the party of the first part monthly accounts, showing the number of passengers and tons of freight thus transported each month.

PROVIDED, HOWEVER, that on season tickets sold for points on the railroad of the party of the second part west of Norwood Junction, the party of the second part will pay the party of the first part two and one-half ($2\frac{1}{2}$) cents for each passenger carried over said road of the party of the first part for whom such season ticket is issued.

Fourth. The party of the second part will not advertise for nor solicit passengers from points on the road of the party of the first part, which it is thus permitted to run over, to the Park Square station in Boston, or from Park Square station in Boston to such points, and if it transports any passengers between such points and said station or between said station or such points, it will pay monthly to the party of the first part all compensation it may receive therefor, less one and one-half ($1\frac{1}{2}$) cents per mile per passenger; but in any event not less than seven (7) cents per passenger, as provided in the first paragraph of section three.

Fifth. The party of the second part will transfer to the party of the first part, either at Norwood Junction or at Walpole crossing, at the option of the party of the second part, all western bound freight from its road between Norwood Junction and Walpole crossing, so far as it lawfully can; and the party of the first part will pay to the party of the second part thirty (30) cents per ton for hauling such freight loaded, or unloaded, at East Walpole, or stations or tracks north of East Walpole and Norwood to Norwood Junction, and fifty (50) cents per ton for hauling such freight from Norwood Junction or Walpole Junction to the Walpole crossing; and the party of the first part will not make rates for business to and from points on the road of the party of the second part between Walpole and Norwood Junction less than are made at the same time by the party of the second part for the same business.

Sixth. All damages occasioned by any defect in, or failure to provide proper tracks, road-bed or stations, or by the negligence of the employees of the party of the first part, are assumed by it and it will indemnify the party of the second part against and pay the same. All damages occasioned by any defect in, or want of proper cars or engines, or by the negligence of the employees of the party of the second part, are assumed by it and it will indemnify the party of the first part against and pay the same.

This contract is to continue in full force and effect for ten (10) years from its date, unless sooner terminated by either party giving twelve months' written notice to the other of its intention to cancel the same.

IN WITNESS WHEREOF, the parties hereto have set their corporate names and seals to this and one other instrument of like tenor and effect the day and year first above written.

NEW YORK & NEW ENGLAND RAILROAD COMPANY,

By CHARLES HOWARD, *General Manager.*

[SEAL] Attest: JAMES W. PERKINS, *Secretary.*

OLD COLONY RAILROAD COMPANY,

By CHARLES F. CHOATE, *President.*

[SEAL] Attest: EDWARD G. PARKER, *Clerk.*

LEASE.

PLYMOUTH AND MIDDLEBOROUGH RAILROAD COMPANY,

TO THE

OLD COLONY RAILROAD COMPANY.

THIS INDENTURE, made this thirtieth day of November in the year of our Lord one thousand eight hundred and ninety-two, by and between The Plymouth and Middleborough Railroad Company, party of the first part, hereinafter called the lessor, and the Old Colony Railroad Company, party of the second part, hereinafter called lessee, both being corporations created by the laws of Massachusetts, —

WITNESSETH: That the said parties, each for itself, its successors and assigns, and each in consideration of the grants, covenants and agreements hereinafter made by the other, have granted, covenanted and agreed, and do hereby grant, covenant and agree each to and with the other, and its successors and assigns, as follows, to wit: —

First. The lessor doth hereby grant, demise and lease unto the lessee, its successors

and assigns, all its railroad and railroad property of every description, including therein its railroad extending from its terminus in Plymouth to its terminus in Middleborough, as now located and constructed, or as the same may be during the term of this lease changed in its location or construction and its lands, tracks, side-tracks, road-bed, superstructure, station houses, depot grounds, depots, bridges, buildings and fixtures, whether within or without its locations, and all the rights, franchises, easements, privileges and appurtenances thereunto belonging, or which may be acquired by the lessor during the term hereof, together with the exclusive right to receive the tolls, rents, revenues, income and profits of the demised premises;

TO HAVE AND TO HOLD all and singular the demised premises to the lessee, its successors and assigns, for and during the term of ninety-nine (99) years after the first day of December in the year of our Lord one thousand eight hundred and ninety-two, upon the terms, conditions and agreements hereinafter contained.

Second. The lessor will at all times, upon reasonable request, execute and deliver any and all instruments, and take any other action, at the request and expense of the lessee, that may be requisite or necessary to confirm, carry out, effectuate and establish the terms of this lease and agreement to its full meaning and intent, and to vest in and secure to the lessee the full use and enjoyment of the railroad and property demised or intended to be demised hereby.

The lessor will during the continuance of this lease and agreement maintain its existence and organization as a corporation, and to that end will comply with all the requisites and forms of law, and it will, at the request and expense of the lessee, do and perform all such acts, lawful and consistent with its rights hereunder, as shall be proper and necessary for the due protection, preservation and full enjoyment by the lessee of all the property, rights, franchises and interests hereby demised or granted to it, and to carry out the true intent and meaning of this instrument; and in default thereof it hereby authorizes the same to be done by the lessee, or by its agents, successors and assigns in the name and as the act of the lessor; and the lessee, its successors and assigns may at its or their own expense and charge, and for its or their own use and benefit, use the name, franchise and corporate power of the lessor in commencing, prosecuting or defending any suit or proceeding, or taking any action which may be necessary or proper to enable it or them to defend, assert, exercise or maintain any right or privilege secured to it or them by this instrument, or arising from the title or possession thereunder, or to enforce payment of damages for injuries thereto, and to give due receipts, acquittances and discharges on account thereof and in relation thereto; and the lessor will during the term hereof perform all statute requirements and legal obligations necessary or proper for the preservation of its charter and franchise and for the use and enjoyment thereof by the party of the second part; and it covenants that no part of the demised premises shall be in any way taken or interfered with by reason of any indebtedness or liability of the lessor during the term hereof.

Third. The lessee will run and operate the said leased railroad during the term hereof, in accordance with the charter of the lessor and with the laws of the Commonwealth of Massachusetts, and in such manner as shall be reasonable and proper for a railroad of its class and description, and for the business upon its route, with such trains as may be found needful for the reasonable accommodation of the public. It will also furnish all necessary and proper rolling stock and equipment, and pay all expenses of running said trains and of the maintenance and care of stations, and of all repairs and renewals upon said railroad, and all damages for which the lessor shall in any way become liable for loss of life or property, or injury to persons or property, in the running of said railroad by the lessee, and will keep said railroad and demised premises in good order and condition during said term and surrender the same in as good order and condition, reasonable use, wear and decay thereof excepted, as the same shall have been received by it.

Fourth. The lessee will keep at all times full, just and true accounts of all receipts and earnings by it derived from the operation of said railroad and property, and while holding said demised premises under this lease will pay thirty (30) per centum of the gross earnings derived from such operation as and for the rent of the demised premises in the manner following, that is to say:—

It will pay to the trustee for the time being, under the mortgage of said lessor to the

International Trust Company, trustee, dated Jan. 1, 1892, the sum of five thousand six hundred and twenty-five dollars (\$5,625) semi-annually on the first days of June and December in each year until the maturity and payment of the bonds secured by said mortgage, amounting to two hundred and twenty-five thousand dollars (\$225,000). And it guarantees that said thirty (30) per cent. shall equal such payment thus to be made to said trustee. The remainder of said thirty (30) per cent. if any there be, after the payment of said sums herein above provided to be paid to the trustee, it will pay over to the lessor semi-annually, on the first days of June and December in each year from and after the expiration of twenty-five years from the commencement of the term of this lease, but it shall not be required to pay such remainder of said thirty (30) per cent., if any there be during the first twenty-five (25) years of the term of this lease, but shall retain the same for itself in consideration that it has agreed to provide fifteen thousand dollars (\$15,000) to be applied toward the payment of the present floating indebtedness of the lessor. And it is further provided that the thirty (30) per cent. of gross earnings to be paid as rental under this lease shall not exceed in any year a sum sufficient to pay the sums herein required to be paid to the trustee under the mortgage of the lessor, the taxes upon said railroad, and expense of keeping up its organization, as herein provided, and a sum equal to a dividend of four per cent. upon the existing capital stock of the lessor, which has been actually paid in in cash.

Fifth. The lessee shall pay all taxes upon the franchise and property of the lessor, as the same become due and shall pay to the lessor annually one hundred dollars (\$100) as and for the expense of preserving its organization, as herein agreed to be preserved and kept up.

Sixth. If the lessee shall neglect and refuse to pay the rental herein reserved for more than thirty (30) days after the same shall become due and payable or shall continue to neglect or fail to perform any or either of the other covenants on its part to be performed for more than six months after written notice from the lessor of such neglect or failure, and that if continued it will be regarded as a forfeiture of this lease, then and in either of such cases, the lessor may lawfully at any time after the lapse of thirty days or six months, as the case may be and while such neglect continues, without further notice or demand, enter into or upon the leased premises, or any part thereof, in the name of the whole, and repossess the same as of its former estate, and expel the lessee and those claiming under it, without prejudice to any remedies which might otherwise be used for arrears of rent or preceding breach of covenants; but nothing herein shall be construed to work a forfeiture of this lease when the omission or delay in performing the obligations hereunder results from causes reasonably beyond the control of the lessee or when from any cause such omission or delay ought not in equity to work a forfeiture and in case of disagreement as to the duty of the lessee in performing any of its covenants, the failure to perform the same shall not entitle the lessor to enter for breach of covenant until the lapse of sixty days after the determination of the question by suit or arbitration.

Seventh. The lessor will upon the written request of the lessee, at any time during the term of this lease, convey the demised property and franchises to the lessee, subject to the existing first mortgage bonds and accrued interest thereon, for a sum equal to its present capital stock which has been actually paid in in cash without interest.

IN WITNESS WHEREOF, the Plymouth and Middleborough Railroad Company by its President, Thomas D. Shumway, and its Treasurer, Jason W. Mixter, and the Old Colony Railroad Company, by its President, Charles F. Choate, and its Treasurer, John M. Washburn, have to this and to one other instrument of even date and tenor herewith signed their corporate names and affixed their corporate seals the day and year above written.

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY,

[SEAL]

By THOMAS D. SHUMWAY, *President.*
JASON W. MIXTER, *Treasurer.*

OLD COLONY RAILROAD COMPANY,

[SEAL]

By CHARLES F. CHOATE, *President.*
JOHN M. WASHBURN, *Treasurer.*

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. PLYMOUTH, Dec. 1, 1892. Then personally appeared Thomas D. Shumway, as President, and Jason W. Mixter, as Treasurer of the Plymouth and Middleborough Railroad Company, and acknowledged the foregoing instrument to be the free act and deed of the Plymouth and Middleborough Railroad Company.

Before me,

B. A. HATHAWAY,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Dec. 2, 1892. Then personally appeared Charles F. Choate, as President, and John M. Washburn, as Treasurer of the Old Colony Railroad Company, and acknowledged the foregoing instrument to be the free act and deed of the Old Colony Railroad Company.

Before me,

AUSTIN W. ADAMS,

Justice of the Peace.

At a regular meeting of the directors of the Old Colony Railroad Company, held Nov. 25, 1892, a quorum being present, the foregoing lease was presented to the Board and it was

Voted: That the President and Treasurer be authorized to execute, acknowledge and deliver the lease of the Plymouth and Middleborough Railroad in the form presented to the Board.

A true copy.

Attest:

EDWARD G. PARKER, *Clerk.*

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY.

At a meeting of the Directors of the Plymouth and Middleborough Railroad Company, duly notified and held at Middleborough, on the thirtieth day of November, 1892, a quorum being present, the President presented to the Board a lease of the railroad and franchise of this Company to the Old Colony Railroad Company and the same was read and a copy thereof is herewith recorded. And upon motion it was

Voted: That the President and Treasurer are hereby authorized and instructed to execute, acknowledge and deliver on behalf and in the name of this Company an indenture of lease of the same tenor as that so presented and recorded.

A true copy of record.

Attest:

B. A. HATHAWAY, *Secretary.*

PLYMOUTH, Nov 30, 1892. In consideration of the foregoing lease, the agreement between the parties thereto dated the eighth day of December, 1891, relative to a contract for the operation of said railroad, is hereby cancelled. And for the same consideration The International Trust Company, holder of the bonds referred to in said agreement, hereby consents to the cancellation of said agreement.

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY,

By THOMAS D. SHUMWAY, *President.*

INTERNATIONAL TRUST COMPANY,

By JNO. M. GRAHAM, *President.*

LEASE.

CONNECTICUT RIVER RAILROAD COMPANY

TO

BOSTON & MAINE RAILROAD.

[COPY.]

THIS INDENTURE, made in duplicate this first day of January, A.D. 1893, by and between the Connecticut River Railroad Company, a corporation existing under and by virtue of the laws of the Commonwealth of Massachusetts, party of the first part and hereinafter denominated the lessor, and the Boston & Maine Railroad, a corporation existing under and by virtue of the laws of said Commonwealth and under and by virtue of the laws of the States of Maine and New Hampshire, party of the second part and hereinafter denominated the lessee, —

WITNESSETH: That the said parties, each for itself, its successors and assigns, and each in consideration of the grants, covenants and engagements herein made by the other, have granted, covenanted and agreed, and do hereby grant, covenant and agree each to and with the other, its successors and assigns as follows, to wit: —

I.

The lessor doth grant, demise and lease unto the lessee, its successors and assigns, its railroad and railroad property of every description, including therein its railroad, lands, docks and wharves, within or without said Commonwealth, branches, tracks, side tracks, road beds, superstructure, station houses, depot grounds, depots, viaducts, bridges, piers, shops, buildings, fixtures, engines, cars, rolling stock, machinery, tools, furniture, telegraph apparatus and equipment, material and supplies, with all rights, franchises, easements, privileges, and appurtenances thereto belonging, together with the right to demand and receive all tolls, rent, revenue, income and profits of the demised premises; including also therein all the right, title and interest of the lessor in and to any and all railroads operated by it under lease or otherwise, and in and to any stock of other corporations owned by it, all dividends thereon and its right of voting on the same, and in and to any bonds, obligations and contracts of or with other railroad corporations or individuals and all income or other advantages and benefits to be derived therefrom, — a schedule of which stock and bonds is hereunto annexed; hereby assigning and demising unto the lessee, subject to all legal obligations and incumbrances thereon, all its railroad, railroad property, franchises and assets of every description.

TO HAVE AND TO HOLD all and singular and demised premises to the lessee, its successors and assigns, for and during the term of ninety-nine years from and after the first day of January, A.D. 1893, the said lessee keeping and performing all the covenants herein contained on its part to be kept and performed and yielding and paying rent for the said premises to the amount and in the manner following, to wit: —

1. The lessee shall pay all operating expenses of the lessor and of all railroads of which it shall come into possession or which it shall operate under and by virtue of this lease, there being included therein, as part thereof, all repairs and renewals; all expenditures arising out of any contract or obligation, business, negligence or misfeasance or however otherwise arising and whether the liability for the same now exist or be hereafter created, in any way connected with the use and operation of the demised premises or of railroads possessed or operated by virtue of this instrument, and including damages to persons or property, insurance, all taxes of every description, federal, state and municipal, upon property, business, franchises or capital stock; all expenses consequent upon or incidental to the renewal or refunding of the lessor's indebtedness or that of any road owned, leased or operated by it; any expenditures hereinafter declared

to be operating expenses; and the organization expenses of the lessor, for which, in addition to sufficient office accommodations to be furnished by the lessee in Springfield or in Boston, Mass., as the lessee may determine, there shall be paid to the lessor at the end of each successive six months during the term of this lease the sum of one thousand dollars (\$1,000).

2. The lessee shall pay, as the same becomes due, the rental of any railroad of which it shall come into possession or which it shall operate under and by virtue of this instrument during the continuance of this lease according to the terms of the lease or operating contract thereof; shall pay the interest or the indebtedness of the lessor (its interest-bearing scrip being included) and, whenever the lessor is under obligation to pay the same, shall pay the interest on the indebtedness of any corporation whose road is operated by the lessee by virtue of this instrument—a schedule of all which indebtedness is to be hereto annexed; shall pay the interest upon such future indebtedness of the lessor or any other corporation as shall be created in the manner and for the purposes herein provided; and to that end shall pay to the lessor such sums of money at such times as shall enable it to punctually meet the interest on such indebtedness as the same matures. The lessee shall assume and pay the current expenses and indebtedness upon open account of the lessor, outstanding at the date of this lease, being all the indebtedness not scheduled as hereinbefore provided for, the same to be accounted for and reimbursed to the lessee at the termination of this lease without interest.

The lessor shall turn over to the lessee all cash on hand, outstanding bills, notes, and accounts receivable, and all sums received thereon and all such cash on hand shall be accounted for and paid over to the lessor without interest at the termination of this lease; provided, however, that if it shall be determined to redeem the lessor's interest-bearing scrip in money instead of in bonds, the sums to be accounted for to the lessor on account of said cash on hand, bills, notes and accounts receivable, shall be paid over to the lessor at the maturity of said scrip instead of at the termination of this lease.

3. The lessee shall pay to the lessor on the first day of July, 1893, the sum of one hundred and twenty-nine thousand dollars (\$129,000), being five per cent. upon its capital stock now outstanding; shall pay to the lessor the same sum on the first days of every succeeding January and July during the term of this lease until and including the first day of January, 1992; and, for any portion of any half year the rent for which remains unpaid at any termination of this lease earlier than said first day of January, 1992, shall pay the lessor rent pro rata at the rate hereinbefore stipulated.

II.

The lessee shall assume all traffic balances due from the lessor to other railroad or transportation companies; shall assume all contracts of the lessor for equipment, supplies and material, and all other contracts and liabilities of the lessor to and with individuals or corporations expressed or implied (its contracts with the holders of its indebtedness as scheduled excepted); and shall assume and defend all suits against the lessor arising out of or in any way connected with the past or future use and operation of the demised premises or of the roads of any railroads operated by virtue of this instrument and shall pay all judgments obtained thereon.

III.

The lessee shall pay interest upon any indebtedness renewed or extended during the term of this lease in like manner as upon said indebtedness before such renewal or extension.

The lessor shall issue stock or bonds whenever requested by the lessee for the funding of its existing floating indebtedness (exclusive of current debts or open accounts). If, with the assent of the directors of the lessor, or after a decision of the Railroad Commissioners that the same are necessary and proper as provided in Article VI. hereof, or under chapter four hundred and twenty-eight of the Acts of the Commonwealth of Massachusetts for the year 1890 or any similar legislation, the lessee shall make permanent additions to or improvements upon the demised premises, the lessor shall also issue stock or bonds to an amount sufficient to meet the cost thereof. In all

the cases herein provided for in which stock or bonds is or are to be issued by the lessor (including bonds issued in redemption of the lessor's interest-bearing scrip), the lessor shall issue both or either class of securities as the lessee may request, but in each case only so far as it may legally do so; provided, however, that, if the lessor shall require additional legislative authority to enable it to issue either class of securities as desired by the lessee, the lessor shall, at the request and expense of the lessee, do all acts and things necessary to procure such authority. Stock so issued as herein provided after the inception of this lease shall, from the time of such issue, be deemed part of the lessor's capital stock within the provisions of Clause 3 of Article I. hereof. Bonds so issued as herein provided after the inception of this lease shall be scheduled and the interest thereon paid as part of the lessor's indebtedness under and pursuant to Clause 2 of Article I. hereof. The indebtedness of said lessor as scheduled shall be renewed by the lessor with the aid and under the direction of the lessee as the same matures, and the whole or any portion thereof shall, at the request and under the direction of the lessee, be refunded at such time or times as may be practicable at the lowest rate of interest practicable, any benefits from reduced rates of interest consequent upon such renewal or refunding of the indebtedness of the lessor or of any corporation whose road is operated hereunder to enure to the lessee. The term of such renewal shall not extend beyond the term of this lease without the consent of the lessor.

The lessor's option to redeem its interest-bearing scrip in money or bonds shall be exercised in the manner approved and requested by the lessee, and, if exercised in favor of redemption in money, the lessor, under the direction of the lessee, shall sell stock or bonds or both to such amount as may be requisite to effect such redemption after applying thereto the money received by the lessor from the lessee under Clause 2 of Article I. hereof.

If, at the maturity of the lessor's indebtedness as scheduled or as created or renewed hereunder, it shall be found impracticable to still further renew or extend the same, the same shall be paid by the lessee and be repaid without interest to the lessee at the termination of this lease.

IV.

The lessor shall make and execute such lease or other operating contract with any other railroad company as the lessee may request; provided, however, that every such lease or contract, if the lessor shall so elect, shall by its terms expire at or before the expiration of the term of this lease, and that all obligations and liabilities arising therefrom shall be assumed and sustained exclusively by the lessee and that the lessor shall be held harmless from any loss arising therefrom. Any lease or contract of the lessor for the operation of any other railroad terminating during the term of this lease, shall be renewed by the lessor under the direction and with the assent of the lessee upon the most favorable terms practicable. But the said lessee shall not be bound to assent to the renewal of such lease or contract upon terms more onerous to the lessee unless, upon application by the lessor to the Board of Railroad Commissioners, such renewal shall be decided to be necessary to the reasonable protection of the interests of the lessor. Any lease or contract made or renewed in accordance with the provisions of this Article shall be subject to all the provisions of this lease as effectually as if now existing and herein included and, upon the termination of this lease, shall be re-assigned to and enure to the benefit of the lessor.

V.

The lessee shall have the right of voting on all stock owned by the lessor in other railroads or corporations which said stock shall not be sold or otherwise disposed of by the lessor except with the assent of the lessee.

VI.

The lessee shall have the right to make such changes in passenger stations, tracks and terminal grounds, to establish such new stations, to make such separations of grade crossings of railroads and highways as the safety and accommodation of the public and

the convenient and economical transaction of business may in its judgment require; provided, however, that at the termination of this lease the lessor's stations, tracks and terminal grounds shall be returned to it in as good order and repair as the same are now in and so that the same shall be equally well fitted for the independent use and operation of its own railroad by the lessor.

The lessee shall have the right to make permanent additions to and improvements upon the demised premises which shall include, among others, additional real estate, any increase in track mileage, separations of grade crossings of railroads and highways, buildings, structures and bridges additional to those existing at the inception of this lease, and buildings, structures and bridges replacing those existing at the inception of this lease, so far as the cost of such new buildings, structures and bridges exceeds the cost of restoring such old buildings, structures and bridges to as good condition as when new. Such permanent additions and improvements shall, if assented to by the lessor, or decided by the Railroad Commissioners to be necessary and proper, be paid for by the lessor so far as it has or can procure the power to do so in the manner provided in Article III. of this lease; otherwise shall be paid for by the lessor at the termination of this lease in the manner hereinafter provided.

VII.

The lessee shall use and operate the railroad of the lessor and of any other railroad corporation whose road is operated hereunder in accordance with the charter of the lessor and of such other corporation; shall furnish all cars, engines, rolling stock and equipment of every description required in addition to the like property hereby demised for the due operation of the railroads operated under and by virtue of this lease; shall keep the demised premises reasonably insured, and shall apply the proceeds of any insurance to restoring and replacing the property destroyed or to making permanent improvements not in the nature of ordinary repairs upon the demised premises; shall apply the proceeds of rolling stock, equipment and other personal property herein demised which it may deem advisable to sell, and which it is hereby authorized to sell at its discretion, so as to substitute therefor like property of equal value; shall replace buildings or structures on the demised premises taken down or removed and which the lessee is hereby authorized to take down or remove at its discretion with other buildings, structures and permanent improvements upon the demised premises of equal value; shall furnish the directors of the lessor with free annual passes over the railroads operated by the lessee during the continuance of this lease; shall permit the demised premises to be inspected annually by some competent person appointed by the lessor, who shall report to said lessor the condition of said premises and shall, for the purposes of such inspection, be furnished with free transportation over the railroads operated by the lessee under this lease, and shall receive a reasonable compensation for his services to be paid as part of the lessor's operating expenses; shall make all returns required by law and shall furnish the lessor with such abstracts of its accounts as shall enable it to make all returns required of the lessor; shall not assign this lease nor underlet the whole or any part of the demised premises (except such portions thereof as may not be required by it for railroad uses) without the consent of the directors of the lessor; provided, however, that, if the lessee shall unite with or sell or lease its railroad to another railroad corporation, it may assign this lease to the corporation formed by such union or to the corporation to which it thus sells or leases, such corporation becoming, by force of such assignment, and the lessee remaining, liable upon all the covenants hereof; shall keep the demised premises in the same good order and condition as the same are when received by the lessee under this lease; shall cause all rolling stock substituted for that herein demised and added thereto to be distinguished by appropriate names, numbers or letters; at the end of the term of this lease or at any earlier termination thereof from any cause whatever, shall surrender the demised premises and every part thereof (to be ascertained and determined according to the inventory hereinafter provided for) in the like good order and condition in which they are at the inception of this lease or may be put during the term — the amount of money (including that realized on the lessor's bills, notes and accounts receivable) and

of materials and supplies to be surrendered or accounted for to the lessor to be equivalent in value to the amount on hand at the inception of this lease as shown by said inventory; provided, however, that, at the termination of this lease, the lessor shall pay to the lessee the value of any permanent improvements and additions not already paid for by the lessor, the said value to be determined, unless agreed upon by the parties, by the Board of Arbitrators provided for in Article XI. of this lease.

VIII.

The lessor shall maintain its existence and organization as a corporation, and to that end shall comply with all the requisites and forms of law; shall do all acts and things, and execute all legal instruments necessary and proper to put and secure the lessee in the full enjoyment of all the property, rights, franchises, and interests herein demised, and to carry into effect the true intent and meaning of this lease; and shall not increase its capital stock as now issued and outstanding nor create any indebtedness or lien upon the demised premises or property except with the assent of the lessee and except as provided in this lease. To further secure the lessee in the beneficial enjoyment of the property, franchises, rights and privileges herein demised and specified, the lessor constitutes the lessee its attorney irrevocable, with full right and power, at the lessee's expense, to use the name of the lessor in all legal proceedings and in all cases needful for obtaining, holding and enjoying the premises herein demised and specified, and for all purposes consistent with the true scope and intent of this instrument.

IX.

That the property herein demised and to be accounted for at the expiration or earlier termination of this lease may be accurately determined, there shall be made, as of the day when this lease takes effect, a full, complete and particular inventory, description and appraisal of all estate and property, real and personal, belonging to the lessor, and coming into the possession of the lessee by virtue of this lease; and to this, from time to time, shall be added such other estate and property as shall come into the possession of the lessee under the terms of this lease. Such inventory, description and appraisal, and the additions thereto from time to time, shall be made by two competent persons, one selected by each party; in case of their disagreement, they shall refer the matter in difference to some third person, whose decision shall be final. Such inventory, description and appraisal shall be made in duplicate, and an original furnished to each party, and shall be evidence of the nature, value and condition of the property demised at the inception of this lease or at the time of the additions thereto in all cases in which any question of such nature, condition, or value may arise.

X.

This lease is upon the condition that, if the lessee shall at any time fail to make to the lessor, as part of the rent herein reserved, the payments herein stipulated to be made to it to enable it to pay the interest on its indebtedness, or shall fail for thirty days to make any semi-annual payment as stipulated for in Clause 3 of Article I. hereof, then, and in such case, the lessor may at once enter upon the demised premises, and upon any part thereof, as for the whole, and expel the lessee, and determine the estate hereby granted, and shall thereupon become seized and possessed of the demised premises, and of all premises then in possession of the lessee or the lessor under this indenture, and of every part thereof in its original right, and as if this lease had never been made; and upon the further condition, that if the lessee shall fail to perform any other of the covenants and agreements in this lease contained, and such failure shall continue for six months after written notice of such failure from the directors of the lessor, the lessor shall have the like right to enter and expel the lessee, and revert in itself its former estate in the demised premises, and all premises then in possession of the lessee or the lessor under this indenture, and every part thereof; provided, however, that such entry by the lessor for breach of condition shall in no wise prejudice or impair any remedies to which it might otherwise be entitled for arrears of rent or preceding breach of covenants, or any other rights secured by this lease in case of its termination before the expiration of the time thereof.

XI.

In case of any disagreement between the parties hereto as to the true intent and meaning of this lease or any part thereof, or as to anything done under and by virtue of it, or growing out of it, the matter in controversy shall be referred by written submission to the arbitration of referees to be chosen in the manner following: one shall be chosen by each of the parties hereto, or if either shall unreasonably fail or neglect to appoint a referee when requested by the other, the Board of Railroad Commissioners may, after due notice to the party so failing or neglecting, appoint a referee; the third shall be selected by the two so chosen. The arbitrators shall hear the parties, after due notice to each of them, and if either party fail to attend after such notice, may proceed ex parte. The award in writing of said arbitrators, or a majority of them, being duly notified to the parties, shall be final and conclusive upon them.

IN TESTIMONY WHEREOF, the said parties, by their respective Presidents and Treasurers, thereunto duly authorized, have caused their corporate seals to be affixed to this indenture and to one other of the like tenor and the same to be executed the day and year first above written.

CONNECTICUT RIVER RAILROAD COMPANY,

[SEAL]

By J. MULLIGAN, *President*,
SETH HUNT, *Treasurer*.

BOSTON & MAINE RAILROAD,

[SEAL]

By A. A. McLEOD, *President*,
AMOS BLANCHARD, *Treasurer*.

Acknowledged before GEO. E. FRINK, *Notary Public*.

LEASE.

WHITMAN STREET RAILWAY COMPANY

TO THE

BROCKTON STREET RAILWAY COMPANY.

THIS INDENTURE, made this first day of April, A.D. 1892, by and between the Whitman Street Railway Company, party of the first part (hereinafter called the lessor), and the Brockton Street Railway Company, party of the second part (hereinafter called the lessee), each of said parties being a corporation duly created and established under the laws of the Commonwealth of Massachusetts, —

WITNESSETH: That the said parties, by virtue of the power and authority conferred by chapter 33 of the Acts passed by the General Court of Massachusetts in the year 1892, and of every other power them hereto enabling, each for itself, its successors and assigns, and each in consideration of the covenants and agreements herein made by the other, do hereby covenant and agree, each to and with the other as follows: —

The lessor agrees to lease, demise and let, and does hereby lease, demise and let unto the lessee, all the railway, franchises and other property, of every kind and description, belonging to the lessor wherever situated, excepting the cash on hand, the stockholders' and directors' records, and the books of account, the leased property, apart from the locations, road-bed and tracks, consisting essentially of the following, viz.: —

OVERHEAD CONSTRUCTION. — One and one-third miles 00 bare copper feed wire, 3½ miles 0 hard drawn copper trolley wire, 35 hard pine poles, 97 chestnut poles, 9 cedar poles, 38 Telephone Company's poles used, 118 Thomson-Houston brackets.

EQUIPMENTS — 2 Sixteen-foot box cars, equipped with 2 T-H F-30 motors each, 6 headlights, 3 ringing devices for open cars, 2 car couplings, 6 trolley wheels, 2 F-30 armatures with pinions, 1 F-30 railway motor top field spool, 40 Edison lamps, 25 pounds underwriters' wire, 450 pounds magnet wire, 8 T-H armature pinions (metal), 1 T-H armature pinion (raw hide), 1 T-H intermediate pinion, 1 T-H axle gear, split, 4 T-H intermediate gears, $\frac{1}{2}$ roll trolley rope, 6 sleet wheels, 2 gross screws, 3 T-H rheostat shoe springs, 25 hammer springs, 2 T-H axle boxes, $4\frac{1}{2}$ pounds mica, 300 T-H carbon brushes, 40 T-H lamps, 1 pound commutator leads, 1 set brake shoes, 20 gallons rubbing varnish, 125 pounds motor grease, 22 gallons kerosene oil, 3 loads track sand, 250 pounds coal, $\frac{1}{2}$ dozen shovels, 14 yards canvas.

The present location of the tracks of the lessor is that heretofore granted by the town of Whitman, and is as follows:—

Commencing on South Avenue in Whitman, at a point near Winter Street; thence running through said South Avenue to Washington Street; thence running through said Washington Street to West Street; thence running through said West Street to Temple Street; thence running through said Temple Street to the Brockton line.

TO HAVE AND TO HOLD all and singular the demised property to the lessee, its successors and assigns, for and during the term of ninety-nine (99) years from and after the date hereof, yielding and paying rent therefor, and keeping and performing the terms and conditions on its part to be kept and performed.

The lessee agrees to pay to the lessor as rent of the leased property, in each and every year during said term, the sum of four thousand and fifty dollars (\$4,050) payable in equal semi-annual payments on the first days of April and October in each year; and at some time during the existence of this lease, the gross sum of twenty-five thousand dollars (\$25,000) to be applied and used as and for the purpose hereinafter provided; and also to pay as rent all taxes and assessments whatsoever, assessed to the lessor, or upon the leased property, or becoming payable therefrom during said term, the lessee to make payments thereof promptly as the said taxes and assessments fall due and payable. It is understood and agreed that said sum of twenty-five thousand dollars, to be paid as above provided at some time during the existence of this lease, represents the amount of the principal of certain twenty-year five per cent. coupon bonds, issued or to be issued by the lessor under date of April 1, 1892; and the lessor agrees that said sum of twenty-five thousand dollars shall be applied and used for the purpose of paying and discharging the said bonds, or such bonds or other obligations as may be given in payment, renewal or extension thereof. Said bonds may be renewed or extended at a rate of interest not exceeding five per cent. (5%) per annum, at the option of the lessee, and in such case the lessor agrees, from time to time on written request, to take such corporate action as may be necessary or appropriate to the extension of said bonds or the execution of new bonds in lieu thereof, provided always that the same shall be wholly paid and discharged before the expiration of said term and during the existence of this lease.

Of said yearly rental of four thousand and fifty dollars, the lessor agrees to set apart and apply in the payment of accruing interest on said twenty-five thousand dollars of bonds, the sum of one thousand two hundred and fifty dollars (\$1,250) per annum, the same being the annual amount accruing as such interest.

In consideration of the foregoing agreements by the lessor, the lessee agrees by its Treasurer to execute, under the corporate seal of the lessee a good and valid guaranty of the payment of said twenty-five thousand dollars of bonds, both principal and interest, the guaranty to be executed upon each of the several bonds, and to be in substantially this form, viz.:—

FOR VALUE RECEIVED, the Brockton Street Railway Company hereby guarantees the prompt payment of the interest on the within bond, and also the principal thereof, as the same fall due respectively.

BROCKTON STREET RAILWAY COMPANY,

[SEAL]

By _____

Treasurer.

The lessee agrees also to pay the lessor, each year during said term, such sum, not in excess of \$200, as shall reasonably be required for the purpose of defraying the expense of maintaining the corporate existence and organization of the lessor, including in such expense the salary of its clerk and treasurer; and the office of the lessee may be used by the lessor, free of expense, for the transaction of whatever business may be necessary by the lessor from time to time.

The lessee shall assume and carry out all outstanding contracts of the lessor for equipment, supplies and materials, and all contracts with individuals, corporations or firms relative to the operation and management of the leased property; and shall assume the prosecution or defence, as the case may be, of all suits to which the lessor is or shall be a party, now pending or which may hereafter arise out of, or be in any way connected with the use and operation of the leased railway and property, or any of said contracts, and carry on or adjust all such suits, without expense or loss to the lessor; and shall promptly pay all sums which may be recovered as damages or costs in any of such suits. The lessor agrees to have dismissed all actions at law or in equity heretofore brought by it against the lessee, without expense either as damages, costs or counsel fees, to said lessee.

The lessee shall use and operate said railway and property herein leased in accordance with the laws of said Commonwealth, and the orders of the legal authorities of said town of Whitman, and shall furnish all cars, rolling stock, equipments and apparatus of every description required for the due operation of said railway, in addition to the property herein leased; and shall keep all of said leased property reasonably insured, and shall apply the proceeds of any insurance to restoring and replacing the property which may have been destroyed, or to making permanent improvements, not in the nature of ordinary repairs, and shall apply the proceeds of any of the rolling stock, equipment or supplies herein leased, which it may deem desirable to sell (for which authority is hereby given), towards substitution of other property therefor of equal value.

The lessee further agrees to keep said railway and other demised property in as good condition of repair as at the inception of this lease, reasonable wear only excepted, and to the satisfaction of the legal authorities of said Whitman, at all times; and at the end of the term of this lease, or at any earlier termination thereof, from any cause whatever, to surrender the said railway and other property herein leased, and all such property as may have been substituted therefor, in like good order and condition, reasonable wear only excepted.

In case any alteration of the location or position of the tracks, or of any portion thereof, of the Whitman Street Railway Company, shall be ordered by legal authority, the lessee shall make such alterations within the time required, at its own expense, and without loss or expense to the lessor. The lessee shall not voluntarily discontinue the use of any part of the tracks of the leased railway, but any alteration of the location or position of the tracks of the lessor authorized by the legal authorities of said Whitman, shall not be deemed such discontinuance; but the lessor reserves the right to oppose such change if considered detrimental to its interests. The lessee shall promptly pay all fines and forfeitures which may be incurred by reason of its failure to comply with any legal requirement respecting said railway, and save the lessor harmless therefrom; and it (the lessee) shall promptly pay any and all sums which may be recovered as damages and costs for any injury caused to any person or property and in any way attributable to the existence of said railway, and for which the lessor may be liable.

The lessee shall make all returns required by law, and shall furnish the lessor with such abstracts of its accounts as shall enable it to make all returns which it may be required by law to make.

The lessee may assign this lease or underlet the whole or any part of the leased property to any responsible corporation or person, but subject to all the rights of the lessor, and especially to a right to a first lien upon all of said property, and also upon the railway and rolling stock of the lessee, as security for the performance by it of all the covenants and agreements contained in this lease; and every such assignment or sub-lease shall recite the fact that it is given subject to said lien.

The lessee shall hereafter conform to all requirements of law which would be binding upon the lessor in respect to the leased property, had the same not been leased.

The lessor shall maintain its existence and organization as a corporation, and to that end shall comply with all the requisites and forms of law; shall do all acts and things and execute all legal instruments necessary and proper to put and secure the lessee in the full enjoyment of all the property herein demised, and shall permit the lessee to use its name, when necessary, in all legal proceedings, but without loss or expense to the lessor.

PROVIDED, ALWAYS, and this lease is upon this condition, that if the lessee or its assigns shall at any time fail to make to the lessor any of the payments herein stipulated to be made as and for rent of the demised property, including said taxes; or shall fail to keep and perform any of the other covenants and agreements in this lease contained, and such failure shall have so continued for thirty days after written notice of such failure from the lessor to the lessee, or in case the estate hereby created shall be taken from the lessee or its assigns by process of law, by proceedings in bankruptcy or insolvency, or otherwise, or in case of the appointment of a receiver to take charge of its estate; then, and in either of such cases, the lessor or its assigns may at once enter upon the railway hereby leased and upon any part thereof as and for the whole and expel the lessee, and those claiming under it, and determine the estate hereby granted, and shall thereupon become seized and possessed of the leased railway and every part thereof and of all the other leased property, and of all the property which may have been substituted for any of said leased property, in its original right, and as if this lease had never been made; and may expel and remove the lessee and those claiming under it, forcibly, if necessary; provided, however, that such entry for breach shall not prejudice or impair any remedies to which the lessor might otherwise be entitled for arrears of rent or other breaches of said lease.

IN TESTIMONY WHEREOF the said parties have caused their respective corporate seals to be hereto affixed, and this instrument to be executed in duplicate by their directors, the day and year first above written.

WHITMAN STREET RAILWAY COMPANY,

[SEAL]

(Signed)

By G. H. CAMPBELL, *President*.

ALFRED A. GLASIER, *Treasurer*.

G. H. CAMPBELL.

ALFRED A. GLASIER.

ALLSTON BURR.

E. S. WEBSTER.

BROCKTON STREET RAILWAY COMPANY,

[SEAL]

(Signed)

By G. H. CAMPBELL, *President*.

ALFRED A. GLASIER, *Treasurer*.

G. H. CAMPBELL.

ALFRED A. GLASIER.

CHARLES F. PORTER.

FRED B. HOWARD.

JOHN P. MORSE.

E. S. WEBSTER.

GEO. W. MANSFIELD.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. On this twentieth day of May, 1892, personally appeared before me, Simon G. Croswell, a notary public duly appointed and qualified within and for said county of Suffolk, G. H. Campbell and Alfred A. Glasier, to me personally known to be the persons whose names are signed to the foregoing document, and severally made oath that he, said G. H. Campbell, is President of the Whitman Street Railway Company, and that he, said Alfred A. Glasier, is Treasurer of the said company, and that

they executed the foregoing document as and for the free act and deed of said Whitman Street Railway Company, for the uses and purposes therein set forth, and that the seal thereto affixed is the corporate seal of said company.

Witness my hand and notarial seal the day and year above written.

[SEAL]

SIMON G. CROSWELL,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. On this twentieth day of May, 1892, personally appeared before me, Simon G. Croswell, a notary public duly appointed and qualified within and for said County of Suffolk, G. H. Campbell and Alfred A. Glasier, to me personally known to be the persons whose names are signed to the foregoing document, and severally made oath that he, said G. H. Campbell, is President of the Brockton Street Railway Company, and that he, said Alfred A. Glasier, is Treasurer of the same Company, and that they executed the foregoing document as and for the free act and deed of said Brockton Street Railway Company, for the uses and purposes therein set forth, and that the seal thereto affixed is the corporate seal of said company.

[SEAL]

SIMON G. CROSWELL,
Notary Public.

BROCKTON, MASS., April 4, 1893.

I hereby certify that the foregoing is a true copy of the original lease of the Whitman Street Railway Company to the Brockton Street Railway Company.

HORACE B. ROGERS,
Clerk Brockton Street Railway Company.

LEASE.

EAST SIDE STREET RAILWAY COMPANY

TO THE

BROCKTON STREET RAILWAY COMPANY.

[COPY.]

THIS INDENTURE, made this first day of October, A.D. 1892, by and between the East Side Street Railway Company, party of the first part (hereinafter called the lessor), and the Brockton Street Railway Company, party of the second part (hereinafter called the lessee), each of said parties being a corporation duly created and established under the laws of the Commonwealth of Massachusetts, —

WITNESSETH: That the said parties, by virtue of the power and authority conferred by chapter 32 of the Acts passed by the General Court of Massachusetts in the year 1892, and of every other power them hereto enabling, each for itself, its successors and assigns, and each in consideration of the covenants and agreements herein made by the other, do hereby covenant and agree, each to and with the other, as follows: —

The lessor agrees to lease, demise and let, and does hereby lease, demise and let, unto the lessee, all the railway, franchises and other property, of every kind and description, belonging to the lessor, wherever situated, the leased property, apart from the locations, road-bed and tracks, consisting essentially of the following: —

OVERHEAD CONSTRUCTION. — Three hundred and thirty wooden poles, 14 iron poles, 143 pole brackets, $4\frac{1}{2}$ miles 00 ins. feed wire, $3\frac{1}{2}$ miles 0 bare wire, $4\frac{1}{2}$ miles trolley wire.

EQUIPMENT. — Five box cars, 10 open cars, 2 snow-ploughs, 1 snow sled, 5 end-ploughs, 14 sets track scrapers, 12 registers, 7 headlights, 8 T-H electric motors, 7 Edison electric motors.

LAND AND BUILDINGS. — Lot of land 476 x 82 feet, car shed 40 x 109½, car shed and repair shop 28 x 124.

TRACK SUPPLIES. — Eight hundred single chairs, 91 double chairs, 3 new frogs, 20 35-pound fish plates, 80 40-pound fish plates, 236 single knees, 100 double knees, 1 keg nails, 310 paving blocks, 3,000 pounds 35-pound T rails, new; 790 feet 40-pound T rails, new; 1,260 feet 45 pound T rails, new; 650 feet curved and grooved rail, old; 50 feet Johnson girder, new; 1,000 pounds old rails, scrap; 223 pounds T rails, old; 4,042 pounds grooved rail, old; 207 tie rods, 53 tie buttons, 10 ties, 148 feet Johnson girder rails; 5 kegs spikes, round; 10 kegs spikes, square; 1 keg spikes, round, pointed T rail; 3 switches, 1 tongue, 1 mate.

OVERHEAD LINE SUPPLIES. — Fifteen brackets, 6 bracket insulator holders, 30 channel pins, 31 cross arms, 85 cross arm pins, 450 cross arm insulators, 95 ears, straight line; 1 ear strain, 1 frog, straight; 3 frogs, right hand; 1 frog, left hand; 95 hangers, straight line; 44 hangers, double pull off; 18 turnbuckles, 4 switches, 700 porcelains.

MISCELLANEOUS SUPPLIES. — Three track brooms, ½ ton coal, 3 dozen headlight chimneys, 12 gallons K oil, 75 gallons track oil.

ELECTRICAL SUPPLIES. — One T-H brass axle F 30, 33 brushes, 5 brush hammers, 12 brush hammer springs, 2 yards canvas, 75 cotter pins, 25 feet cable, 12 fuses, T-H 50 amp.; 12 pounds grease for motor bearings, 8 lamps, T-H; 2 Rheostat shoe springs, 3 pounds solder, 2 trolley wheels, 6 trolley sleet wheels, 2 trolley side contact springs, 2 pounds tape, rubber; 50 feet wire, underwriters'; 405 pounds wire, magnet; 123 pounds wire, feed; 2 pounds wire, fuse; 3 gears, intermediate, T-H; 2 gears, intermediate, Sprague; 3 gears, split; 12 pounds waste, 1 yard drilling, 4 yards linen, 8 connection screws.

CAR REPAIR SUPPLIES — Twenty-five feet bell cord, 3 brake shoes, Bemis; 15 brake springs, 4 brasses, Bemis; 1 bumper, 4 headlights, oil; 2 wheels on axle, old; 4 journal keys, 7 spring posts, 7 gallons railway varnish.

The present location of the tracks of the lessor is that heretofore granted by the city of Brockton, and is as follows: —

Commencing at the Whitman town line on Crescent Street, running westerly on said Crescent Street to Main Street, to the tracks of the Brockton Street Railway Company; then from Main Street easterly on Centre Street to Everett Street, through Everett Street to Court Street; thence easterly on Court Street to Cary Street; thence southerly on Cary Street to Centre Street; thence easterly on Centre Street to Quincy Street; thence southerly on Quincy Street to Crescent Street. From Centre Street northerly on Montello Street to Elliot Street. Also about 200 feet of track from Main Street easterly on Ward Street.

In addition, the East Side Company has the following location of tracks granted by the city of Brockton, but not yet built upon: about one mile on Centre Street, easterly from Shaw Corner (so called) to the Abington line.

TO HAVE AND TO HOLD all and singular the demised property to the lessee, its successors and assigns, for and during the term of ninety-nine (99) years from and after the date hercof, yielding and paying rent therefor, and keeping and performing the terms and conditions on its part to be kept and performed.

The lessee agrees to pay to the lessor as rent of the leased property, in each and every year during said term, the sum of \$6,250, payable in equal and semi-annual payments on the first days of April and October in each year; and also to pay as rent as aforesaid in equal and semi-annual payments, each year on said first days of April and October, the following sums: —

For the year ending Sept. 30, 1893,	.	.	.	.	.	.	\$1,350
For the year ending Sept. 30, 1894,	.	.	.	.	.	.	1,800
For the year ending Sept. 30, 1895,	.	.	.	.	.	.	2,250

and thereafter said sum of \$2,250 during every year of the continuance of this lease;

and at some time during the existence of this lease, a gross sum of \$125,000 to be applied and used as and for the purpose hereinafter provided; and also to pay as rent all taxes and assessments whatsoever, assessed to the lessor, or upon the leased property, or becoming payable therefrom during said term, the lessee to make payments thereof promptly as the said taxes and assessments fall due and payable. It is understood and agreed that the said gross sum of \$125,000, to be paid as above provided at some time during the existence of this lease, represents the amount of the principal of certain twenty-year, five per cent., coupon bonds, issued or to be issued by the lessor under date of Oct. 1, 1892, and amounting at par value to \$125,000, and the lessor agrees that said gross sum of \$125,000 shall be applied and used for the purpose of paying and discharging the said bonds, or such bonds or other obligations as may be given in payment, renewal or extension thereof. The lessee agrees to pay said \$125,000 to the lessor on or before the final maturity of said bonds or any renewals or extensions thereof. Said bonds may be renewed or extended at a rate of interest not exceeding five per cent. per annum, at the option of the lessee, and in such case the lessor agrees, from time to time on written request, to take such corporate action as may be necessary or appropriate to the extension of said bonds or the execution of new bonds in lieu thereof, provided always that the same shall be wholly paid and discharged before the expiration of said term and during the existence of this lease. The lessor further agrees that the proceeds of said \$125,000 bonds when received by it shall be applied to the following purposes: the payment of all floating debt of the lessor, settlement of any and all claims for damages now pending against the company, and the payment of the cost of building and equipping further extensions, as hereinafter provided.

The lessor agrees to set apart and apply each year to the payment of accruing interest on said \$125,000 of bonds above described the sum of \$6,250 paid to it each year in semi-annual payments by the lessee as above described, and the lessor also agrees to set apart and apply to the payment of dividends on its capital stock the other regular semi-annual payments made to it by the lessee as hereinbefore set forth.

In consideration of the foregoing agreements by the lessor, the lessee agrees by its treasurer to execute, under the corporate seal of the lessee, a good and valid guaranty of the payment of said one hundred and twenty-five thousand dollars of bonds, or so many of them as the lessor shall issue, both principal and interest, the guaranty to be executed upon each of the several bonds, and to be substantially in this form, viz.: —

FOR VALUE RECEIVED, the Brockton Street Railway Company hereby guarantees the prompt payment of the interest on the within bond, and also the principal thereof, as the same fall due respectively.

BROCKTON STREET RAILWAY COMPANY,

By _____

Treasurer.

The lessee agrees also to pay the lessor, each year during said term, such sum not in excess of \$500 as shall reasonably be required for the purpose of defraying the expense of maintaining the corporate existence and organization of the lessor, including in such expense the salary of its clerk and treasurer, and the office of the lessee may be used by the lessor, free of expense, for the transaction of whatever business may be necessary by the lessor from time to time.

The lessee shall assume and carry out all outstanding contracts of the lessor for equipment, supplies and materials, and all contracts with individuals, corporations or firms relative to the operation and management of the leased property; and shall assume the prosecution or defence, as the case may be, of all suits to which the lessor is or shall be a party, which may hereafter arise out of or be in any way connected with the use and operation of the leased railway and property, or any of said contracts, and carry on or adjust all such suits, without expense or loss to the lessor; and shall promptly pay all sums which may be recovered as damages or costs in any of such suits. The lessor agrees to have dismissed all actions at law or in equity heretofore brought by it against the lessee, without expense either as damages, costs or counsel fees, to the lessee.

The lessee shall use and operate said railway and property herein leased in accordance with the laws of said Commonwealth, and the orders of the legal authorities of said city of Brockton, and shall furnish all cars, rolling stock, equipments and apparatus of every description required for the due operation of said railway, in addition to the property herein leased, and shall pay all operating expenses, and shall keep all of said leased property reasonably insured, and shall apply the proceeds of any insurance to restoring and replacing property which may have been destroyed, or to making permanent improvements, not in the nature of ordinary repairs, and shall apply the proceeds of any rolling stock, equipment, or supplies herein leased, which it may deem it desirable to sell (for which authority is hereby given), towards the substitution of other property therefor, of equal value.

The lessee further agrees to keep said railway and other demised property in as good condition or repair as at the inception of this lease, reasonable wear only excepted, and to the satisfaction of the legal authorities of said Brockton, at all times; and at the end of the term of this lease, or at any earlier termination thereof from any cause whatever, to surrender the said railway and other property herein leased, and all such property as may have been substituted therefor, in like good order and condition, reasonable wear only excepted.

In case any alteration of the location or position of the tracks or any portion thereof of the East Side Street Railway Company shall be ordered by legal authority, the lessee shall make such alterations within the time required, at its own expense, and without loss or expense to the lessor. The lessee shall not voluntarily discontinue the use of any part of the tracks of the leased railway, but any alteration of the location or position of the tracks of the lessor authorized by the legal authorities of said city of Brockton shall not be deemed such discontinuance; but the lessor reserves the right to oppose such change if considered detrimental to its interests. The lessee shall promptly pay all fines and forfeiture which may be incurred by reason of its failure to comply with any legal requirement respecting said railway, and save the lessor harmless therefrom; and it (the lessee) shall promptly pay any and all sums which may be recovered as damages and costs for any injury hereafter caused to any person or property and in any way attributable to the existence of said railway, and for which the lessor may be liable. In case it shall be deemed best by the lessee, it may build an extension of the tracks of the lessor upon a location of tracks heretofore granted to the lessor by the city of Brockton, from what is known as Shaw's Corner, being the corner of Centre and Quincy Streets, over and along Centre Street to the Abington boundary line, or any other extensions upon franchises now or hereafter granted to the East Side Street Railway Company, and may purchase the necessary additional equipment therefor; but in such case, the lessor shall, out of such portion of the proceeds of the \$125,000 bonds above described as are not needed to pay the present floating debt of the company, and the settlement of all claims for damages now pending against it, pay to the lessee the cost of such building and equipment of said extensions.

The lessee shall make all returns required by law, and shall furnish the lessor with such abstracts of its accounts as shall enable it to make all returns which it may be required by law to make.

The lessee may assign this lease or underlet the whole or any part of the leased property to any responsible corporation or person, but subject to all the rights of the lessor and especially to a right to a first lien upon all of said property, and also upon the railway and rolling stock of the lessee, as security for the performance by it of all the covenants and agreements contained in this lease; and every such assignment or sublease shall recite the fact that it is given subject to said lien.

The lessee shall hereafter conform to all requirements of law which would be binding upon the lessor in respect to the leased property, had the same not been leased.

The lessor shall maintain its existence and organization as a corporation, and to that end shall comply with all the requisites and forms of law; shall do all acts and things and execute all legal instruments necessary and proper to put and secure the lessee in the full enjoyment of all the property herein demised, and shall permit the lessee to use its name when necessary in all legal proceedings, but without loss or expense to the lessor.

PROVIDED, ALWAYS, and this lease is upon this condition, that if the lessee or its assigns shall at any time fail to make to the lessor any of the payments herein stipulated to be made, as and for rent of the demised property, including said taxes, or shall fail to keep and perform any of the other covenants and agreements in this lease contained, and such failure shall continue for thirty days after written notice of such failure from the lessor to the lessee, or in case the estate hereby created shall be taken from the lessee or its assigns by process of law, by proceedings in bankruptcy or insolvency, or otherwise, or in case of the appointment of a receiver to take charge of its estate, then, and in either of such cases, the lessor or its assigns may at once enter upon the railway hereby leased and upon any part thereof as and for the whole, and expel the lessee, and those claiming under it, and determine the estate hereby granted, and shall thereupon become seized and possessed of the leased railway and every part thereof, and of all the other leased property, and of all the property which may have been substituted for any of said leased property in its original right, and as if this lease had never been made; and may expel and remove the lessee and those claiming under it, forcibly if necessary; provided, however, that such entry for breach shall not prejudice or impair any remedies to which the lessor might otherwise be entitled for arrears of rent or other breaches of said lease.

IN TESTIMONY WHEREOF, the said parties have caused their respective corporate seals to be hereto affixed, and this instrument to be executed in duplicate by their directors, the day and year first above written.

EAST SIDE STREET RAILWAY COMPANY,

By ALFRED A. GLASIER,
A. C. THOMPSON,
C. H. CAMPBELL,
W. C. FLAGG,
HORACE B. ROGERS,
ALLSTON BURR,
GEO. W. MANSFIELD,

*Directors of the East Side Street Railway
Company.*

BROCKTON STREET RAILWAY COMPANY,

By G. H. CAMPBELL,
ALFRED A. GLASIER,
HORACE B. ROGERS,
FRED B. HOWARD,
JOHN P. MORSE,
CHARLES F. PORTER,
E. S. WEBSTER,

*Directors of the Brockton Street Railway
Company.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 8, 1892. Personally appeared the directors of the East Side Street Railway Company, and acknowledged the foregoing instrument to be their free act and deed and the free act and deed of said East Side Street Railway Company, said directors being Alfred A. Glasier, A. C. Thompson, G. H. Campbell, W. C. Flagg, Horace B. Rogers, Allston Burr and George W. Mansfield.

Before me,

[SEAL]

(Signed)

SIMON G. CROSWELL,
Notary Public.

BROCKTON, MASS., April 4, 1893. I hereby certify that the foregoing is a true copy of the original lease of the East Side Street Railway Company to the Brockton Street Railway Company.

HORACE B. ROGERS,
Clerk, Brockton Street Railway Company.

L E A S E.

OLD COLONY RAILROAD COMPANY

TO

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY.

The Old Colony Railroad Company, hereinafter called the lessor, hereby demises and lets, for the term of ninety-nine years beginning the first day of March, 1893, unto the New York, New Haven and Hartford Railroad Company, hereinafter called the lessee, and to its successors and assigns, both the lessor and lessee being corporations existing under the laws of the Commonwealth of Massachusetts and whose roads connect with each other, all and singular its railroads and property of every description, whether within its location or not, including all rights, franchises, easements, privileges and appurtenances thereunto belonging, together with the right to demand and receive for the lessee's own use all tolls, rents, revenues, income and profits of the demised premises, including also therein all the right, title and interest of the lessor in and to any and all railroads operated by it, under lease or otherwise, and in or to any stock and securities of other corporations owned by it, or held by, or for it, all dividends thereon, and the right of voting on the same and in and to all contracts and obligations of or with other railroads, corporations or individuals, and all income, advantages and benefits to be derived therefrom, hereby assigning and transferring unto the lessee, under the terms and provisions of this lease, and for the purposes thereof, and subject to all obligations and incumbrances thereon, all its railroad, property, franchises and assets of every description, however described and wherever situated, except the corporate seal, the stockholders' and directors' record books, and the transfer and stock books, to which the lessee may have access at reasonable times.

And the lessor covenants with the lessee that it will suffer and permit the lessee, it keeping all the covenants on its part as herein contained, to occupy, possess and enjoy said premises, property, rights, franchises and privileges during the term aforesaid without hindrance or molestation.

And the lessor hereby makes, constitutes and appoints the lessee its agent during the term of this lease to operate all its leased railroads and property, the lessee herein to do and perform as such agent all acts with reference thereto incumbent by law or by contract upon the lessor herein and in consideration thereof to receive the income and profit arising from such operation; and the lessor hereby agrees, as soon as it legally may, to make from time to time proper and complete assignments to the lessee of all leasehold rights of the lessor.

And the lessor covenants that during the continuance of this lease it will maintain its corporate organization, the lessee paying all reasonable and proper expenses thereof, and for that purpose will hold all necessary meetings, elect all necessary officers and make all necessary records, reports, reissues of stock certificates, and transfers and registrations of bonds; and that it will, from time to time, whenever requested by the lessee, take real estate for the convenient operation of said railroads, the lessee, however, advancing therefor all damages and expenses; and that the lessee may use the lessor's name in bringing or defending any suits or proceedings so far as it is or may be necessary for the protection or enjoyment of said demised premises, property, rights, franchises and privileges, or for the acquisition of additional real estate, but at the sole expense of the lessee, saving the lessor harmless from all loss, costs or damages thereby accruing.

And the lessor covenants that for the purpose of making permanent improvements upon the property hereby demised and for the purpose of discharging its indebtedness, it will at the request of the lessee make such lawful issue, and reissue in renewal, of bonds or of stock, or both, as shall from time to time be necessary and proper to be

issued, and that at the request of the lessee it will execute mortgages of said demised premises or any part thereof to secure the payment of the principal and interest of such bonds; and that it will not issue any stock or bonds, or create any indebtedness or lien upon said demised premises, or property, except under and in accordance with the directions, or by the previous written consent, of the lessee.

And the lessor hereby makes, constitutes and appoints the lessee its true and sufficient and lawful attorney from time to time, to bargain and sell, with the assent of the directors of the lessor, lands and structures of the lessor on such terms as to the lessee shall seem meet, and hereby authorizes the lessee in the name of the lessor to make, execute, acknowledge and deliver good and sufficient deeds and conveyances of all the right, title and interest of the lessor so bargained and sold in and to the same; the lessor agreeing, whenever thereto requested by the lessee, and upon reasonable notice, to affix its corporate seal to such deeds and conveyances; and the lessee covenants and agrees that other lands and structures of equal value shall be conveyed to the lessor in lieu of any lands and structures so sold and conveyed, and that if the lessee shall, under any power herein conferred, sell or abandon the lands or structures now constituting the terminals leased to the lessor in the city of Providence, the lessee shall acquire, construct and convey to the lessor of the lessor herein new terminals of equal value and sufficient for its business, and to be such as will conform to the agreements of the lease of the Boston and Providence Railroad Corporation to the lessor, — all property so acquired to become a part of the demised premises.

And the lessor covenants that it will at any time or times hereafter, upon the reasonable request of the lessee, make, do and execute, or cause, or procure to be made, done and executed all and every such further and other lawful and reasonable acts, conveyances, transfers, assignments and assurances in the law, for the better and more effectually vesting and confirming the premises and property hereby leased, or intended so to be, in and to the lessee, as by the lessee shall be reasonably devised, advised or required.

And the lessee covenants to pay as rent hereunder on the thirtieth day of June, 1893, a sum equal to a dividend of two dollars and thirty-three and one-third cents upon each share of the capital stock of the lessor then outstanding; and thereafter, except as hereinafter provided, sums equal to dividends at the rate of seven per cent. per annum, payable quarterly, upon said capital stock then from time to time outstanding.

And the lessee further covenants that as soon as it lawfully may, it will, prior to January, 1900, issue in the proportion of nine shares of its capital stock in exchange for ten shares of the capital stock of the lessor then outstanding, and will give notice thereof by mail to each stockholder of the lessor; and thereafter, and until six months after said exchange shall be offered to the stockholders of the lessor, upon the assignment to the lessee of ten shares of the capital stock of the lessor or any multiple thereof, and the surrender of the certificate or certificates therefor, the lessee will, whenever its stock transfer books are open, issue to the owner of said shares in exchange therefor, a certificate for the proportionate number as above provided, of shares of the capital stock of the lessee.

And the lessee covenants that in case it shall be unable to perform the covenants contained in the preceding paragraph prior to the first day of July, 1893, it will thereafter, and between said first day of July, and six months after the date when it shall be able to perform said covenants, pay (in lieu of said sums equal to dividends at the rate of seven per cent. per annum) a sum on each share of the outstanding capital stock from time to time of the lessor equal to nine-tenths of such dividends as the lessee shall pay upon each share of its own capital stock and will secure to the stockholders of the lessor the same proportion of such pecuniary privileges as the lessee shall give upon each share of its own capital stock.

And the lessee further covenants to provide for the payment in the manner hereinbefore mentioned, of the principal of all funded indebtedness for the payment of which the lessor may be legally holden as the same shall from time to time mature, and to assume and pay all the other obligations of the lessor of every name and nature as the same shall from time to time fall due, and to keep and perform all and singular the contracts

relating to said demised premises and property now in force and binding on the lessor, whether arising under leases or otherwise, and as to property leased to the lessor, the lessee shall be subject to the leases under which such property is held.

And the lessee further covenants to pay, during each year of said term, all taxes, rates, charges and assessments, ordinary and extraordinary, which may be lawfully imposed or assessed in any way upon the lessor or lessee with reference to the premises and property hereby demised, the capital stock of the lessor, its indebtedness, franchises and revenues or said rental; said payments to be made to the authority or treasurer entitled by law to receive the same, whether Federal, State or municipal, so that said lessor shall be saved harmless during the continuance of this lease from any tax, assessment or charge under laws or proceedings made or authorized by the United States or any State or municipality, —

PROVIDED, that (1) if the lessee shall at any time fail to pay the interest on the lessor's bonded indebtedness when the same falls due, or (2) if the lessee shall fail for thirty days to make any quarterly payment of rent as above stipulated, or (3) if the lessee shall fail to keep or perform any other of its covenants or agreements in this lease contained, and such default shall continue for six months after written notice thereof shall have been given by the lessor to the lessee; then, and in either of said events, this lease shall expire and terminate, at the option of the lessor, and the lessor may thereupon re-enter upon the demised premises, and the same have and possess as of its former estate without prejudice to its right of action for arrears of rent or breach of covenant.

And the lessee covenants that it will, at its own cost and expense, during the continuance of this lease, furnish and provide all such books, forms and papers, and do and perform all such acts and things as may be required for the proper distribution of dividends, payment of interest and for the issue, record and transfer of the stock of the lessor, and for the issue, registration and transfer of any bonds herein referred to, as a part of the expenses of organization.

And the lessee covenants that it will operate the lessor's said railroads and the leased railroads of the lessor, as required by all legal enactments from time to time in force, and furnish all equipment, in addition to that hereby demised, which may be necessary for such operation, and maintain said demised premises and property during said term in good condition and up to its present standard as a railroad; and that it will make all additions, alterations, improvements and betterments which may be necessary or proper with reference to the premises and property hereby leased; and that all lands, structures, improvements, betterments and renewals so added to or made upon the real estate hereby demised shall become the property of the lessor, and a part of the demised premises; and that at the expiration of this lease, whether by lapse of time or otherwise, it will deliver to the lessor possession of said demised premises, and leased properties, rights, franchises and privileges, together with any and all additions and substitutions which may have been made thereto as aforesaid, and will also return or deliver, in lieu of the personal property set out in the inventory hereinafter provided to be made, the same or other personal property of similar character, value and uses, and appropriate for the operation of the lessor's railroads.

And the lessee covenants that it will save the lessor harmless from all suits, costs, damages and expenses by reason of any act or omission of the lessee in the use of said demised premises under this lease; and will, at its own expense, defend all suits pending or brought against the lessor and pay the judgments therein when demanded on final process; and that it will during said term make all returns required by the laws of any State, or of the United States, in relation to the property hereby leased, to any public officer, or other legal authority; and that, should any returns be required by law of the lessor, the lessee will furnish, on demand, so far as it has the means, all information necessary therefor.

And the parties hereto mutually agree that an inventory and appraisal of all the personal property hereby demised, including stocks and securities held by the lessor, shall be made as of the first day of March, 1893, by representatives of the lessor and lessee, or in case of disagreement as to any item or items by a third person to be agreed upon by the lessor and lessee.

Nothing herein contained shall prevent the lessor and lessee from modifying, changing, amending, annulling or cancelling this lease by mutual agreement.

It is understood that this lease is made subject to approval by the stockholders of said parties respectively as required by law.

IN WITNESS WHEREOF, the parties hereto, under the authority and direction of their respective boards of directors, have caused this instrument to be signed by their respective Presidents and their corporate seals to be hereto affixed, this fifteenth day of February, A.D. 1893.

(Signed) OLD COLONY RAILROAD COMPANY,
[SEAL] By CHARLES F. CHOATE, *President*.

(Signed) THE NEW YORK, NEW HAVEN & HARTFORD
RAILROAD COMPANY,
[SEAL] By CHARLES P. CLARK, *President*.

Witnesses :

E. G. PARKER.

J. G. PARKER.

COMMONWEALTH OF MASSACHUSETTS.

COUNTY OF SUFFOLK, ss. BOSTON, April 5, 1893. The foregoing lease having been approved by the stockholders of the parties respectively as required by law, then personally appeared before me Charles F. Choate, President of the Old Colony Railroad Company, and Charles P. Clark, President of the New York, New Haven & Hartford Railroad Company, and severally acknowledged the foregoing instrument executed by them for and in behalf of said companies and under authority granted to them by vote of the directors of said companies to be the free act and deed of said Old Colony Railroad Company and said The New York, New Haven & Hartford Railroad Company.

(Signed) AUSTIN W. ADAMS,
[SEAL] *Notary Public*.

LEASE.

BERKSHIRE RAILROAD COMPANY

TO THE

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY.

The Berkshire Railroad Company, a corporation existing under the laws of the State of Massachusetts, hereinafter called the lessor, hereby demises and lets for the term of ninety-nine (99) years from and after the first day of April, 1893, unto the New York, New Haven and Hartford Railroad Company, a corporation existing under the laws of the States of Connecticut and Massachusetts, hereinafter called the lessee, all and singular the railroad and franchises of the lessor, as the same now is, and as it may hereafter be, located and constructed; and all the real estate of the lessor wherever situate; and all the franchises thereto appertaining and belonging of every name and nature; and all the muniments of title of the lessor; and all the rolling stock of the lessor.

And the lessor hereby grants to the lessee, during the continuance of this lease, the right to demand and receive for its own use and benefit all the tolls, income, issues and profits to be derived from said demised property and the operation of said railroad.

And the lessor covenants with the lessee that it will suffer and permit the lessee, it keeping all the covenants on its part as herein contained, to occupy, possess and enjoy said demised premises, property, rights, franchises and privileges during the term aforesaid, without hindrance or molestation; that during the continuance of this lease it will maintain its corporate organization, hold all necessary meetings, elect all necessary

officers, and make all necessary records and reports, the lessee paying to the treasurer, or other designated agent of the lessor, the sum of two hundred and fifty dollars (\$250) per annum in equal quarterly payments on the rent days hereinafter specified for the expenses thereof; that the lessee may, from time to time, and at its own expense, appropriate and condemn, in the name of the lessor and in manner provided by the lessor's charters, or by law, real estate for the convenient operation of said railroad, and may use the lessor's name in bringing or defending any suits or proceedings so far as it is or may be necessary for the protection or enjoyment of the demised premises, property, rights, franchises and privileges, or for the acquisition of additional real estate, but at the sole expense of the lessee, saving the lessor harmless from all loss, costs or damages thereby accruing; and that the lessor will not issue any stock or bonds, or create any indebtedness or lien upon the demised premises or property, without the previous written consent of the lessee.

And the lessor hereby makes, constitutes and appoints the lessee its true and sufficient and lawful attorney from time to time, to bargain and sell lands and structures of the lessor on such terms as to the lessee shall seem meet, and hereby authorizes the lessee, in the name of the lessor, to make, execute, acknowledge and deliver good and sufficient deeds and conveyances of all the right, title and interest of the lessor in and to the same; the lessor agreeing, whenever thereto requested by the lessee, and upon reasonable notice, to affix its corporate seal to such deeds and conveyances; and the lessee covenants and agrees that other lands and structures of equal value shall be conveyed to the lessor in lieu of any lands or structures so sold and conveyed; all property so acquired to become a part of the demised premises.

And the lessor covenants that it will at any time or times hereafter upon the reasonable request of the lessee, make, do and execute, or cause, or procure to be made, done and executed all and every such further and other lawful and reasonable acts, conveyances, transfers, assignments and assurances in the law, for the better and more effectually vesting and confirming the premises and property hereby leased, or intended so to be, in and to the lessee, as by the lessee shall be reasonably devised, advised or required.

And the lease covenants to pay as rent hereunder, on the last day of each of the months of June, September, December and March, in each year during said term, a sum equal to one and one-half dollars (\$1.50) upon each share of the capital stock of the lessor now outstanding, said capital stock amounting at the date hereof to six hundred thousand dollars (\$600,000); said rent to be paid to the treasurer or other designated agent of the lessor.

And the lessee further covenants that as soon as it lawfully may and for six months after notice thereof, it will, whenever its stock transfer books are open, but prior to Jan. 1, 1900, issue to such stockholders of the lessor as may desire to make the exchange three shares of the capital stock of the lessee in exchange for each five shares of the capital stock of the lessor.

And the lessee further covenants to pay, during each year of said term, all taxes, rates, charges and assessments, ordinary and extraordinary, which may be lawfully imposed or assessed in any way upon the lessor or lessee with reference to the premises and property hereby demised, the capital stock of the lessor, its indebtedness, franchises and revenues or said rental; said payments to be made to the authority or treasurer entitled by law to receive the same, whether federal, State or municipal, so that said lessor shall be saved harmless, during the continuance of this lease, from any tax, assessment or charge under laws or proceedings made or authorized by the United States or any State or municipality.

PROVIDED, that (1) if the lessee shall fail for thirty days to make any quarterly payment of rent as above stipulated, or (2) if the lessee shall fail to keep or perform any other of its covenants or agreements in this lease contained, and such default shall continue for six months after written notice thereof shall have been given by the lessor to the lessee; then, and in either of said events, this lease shall expire and terminate, at the option of the lessor, and the lessor may thereupon re-enter upon the demised premises, and the same have and possess as of its former estate without prejudice to its right of action for arrears of rent or breach of covenant.

And the lessee covenants that it will operate the lessor's said railroad, and furnish all equipment in addition to that hereby demised, which may be necessary for such operation, and maintain said demised premises and property during said term in the condition and up to its present standard as a railroad; and that it will make all additions, alterations, improvements and betterments, which may be necessary or proper with reference to the premises and property hereby leased; and that all lands, structures, improvements, betterments and renewals so added to or made upon the real estate hereby demised shall become the property of the lessor and a part of the demised premises; and that, at the expiration of this lease, whether by lapse of time or otherwise, it will deliver to the lessor possession of said demised premises, rights, franchises and privileges, together with any and all additions and substitutions which may have been made thereto as aforesaid.

And the lessee covenants that it will save the lessor harmless from all suits, costs, damages and expenses, by reason of any act or omission of the lessee in the use of said demised premises or otherwise, under this lease; and will, at its own expense, defend all suits brought against the lessor for any such cause, and pay the judgments therein when demanded on final process; and that it will, during said term, make all returns required by the laws of any State, or of the United States, from or of the lessee, to any public officer or other legal authority; and that, should any returns be required by law of the lessor, the lessee will furnish on demand, so far as it has the means, all information necessary therefor.

And said parties hereto mutually covenant each with the other that the covenants herein contained shall enure to the benefit of, and be obligatory upon, the successors and assigns of the respective parties hereto; but any assignment hereof by the lessee shall be upon condition that both assignor and assignee shall be and remain jointly and severally liable upon all the lessee's covenants and agreements as herein contained.

And the parties hereto mutually agree each with the other that a certain indenture and contract of transportation made on the eleventh day of January, 1843, and certain articles of agreement made on the eighteenth day of December, 1845, and certain other articles of agreement made on the twenty-third day of June, 1847, by and between the Berkshire Railroad Company and the Housatonic Railroad Company and referred to in the lease by the Housatonic Railroad Company to the New York, New Haven and Hartford Railroad Company, made on the tenth day of December, 1892, shall be suspended during such period as this lease continues in effect without prejudice to the rights of either party thereunder, during such period; to which suspension the Housatonic Railroad Company hereby assents.

It is understood that this lease is made subject to the approval of the stockholders of each party respectively, as required by law.

IN WITNESS WHEREOF, the parties hereto, under the authority and direction of their respective Boards of Directors, have caused this instrument and one other instrument of like tenor and effect, to be signed by their respective presidents and treasurers, and their corporate seals to be hereto affixed this twenty-fourth day of February, A.D. 1893.

THE BERKSHIRE RAILROAD COMPANY,

[SEAL]

By HENRY T. ROBBINS, *President.*

DANIEL A. KIMBALL, *Treasurer.*

Witness:

W. A. SEYMOUR, as to B. R.R.

THE NEW YORK, NEW HAVEN AND HARTFORD
RAILROAD COMPANY,

[SEAL]

By CHARLES P. CLARK, *President.*

W. L. SQUIRE, *Treasurer.*

THE HOUSATONIC RAILROAD COMPANY,

[SEAL]

By WM. E. BARNETT, *Vice-President.*

C. E. ROBINSON, *Treasurer.*

Witness:

J. G. PARKER.

LEASE.

STOCKBRIDGE AND PITTSFIELD RAILROAD COMPANY

TO THE

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY.

The Stockbridge and Pittsfield Railroad Company, a corporation existing under the laws of the State of Massachusetts, hereinafter called the lessor, hereby demises and lets for the term of ninety-nine (99) years, from and after the first day of April, 1893, unto the New York, New Haven and Hartford Railroad Company, a corporation existing under the laws of the States of Connecticut and Massachusetts, hereinafter called the lessee, all and singular the railroad and franchises of the lessor, as the same is now, and as it may hereafter be located and constructed; and all the real estate of the lessor wherever situate; and all the franchises thereto appertaining and belonging, of every name and nature; and all the muniments of title of the lessor; and all the rolling stock of the lessor.

And the lessor hereby grants to the lessee, during the continuance of this lease, the right to demand and receive for its own use and benefit all the tolls, income, issues and profits to be derived from said demised property and the operation of said railroad.

And the lessor covenants with the lessee that it will suffer and permit the lessee, it keeping all the covenants on its part as herein contained, to occupy, possess and enjoy said demised premises, property, rights, franchises and privileges, during the term aforesaid, without hindrance or molestation; that during the continuance of this lease it will maintain its corporate organization, hold all necessary meetings, elect all necessary officers, and make all necessary records and reports, the lessee paying to the treasurer, or other designated agent of the lessor, the sum of two hundred and fifty dollars (\$250) per annum, in equal quarterly payments, on the rent days hereinafter specified, for the expenses thereof; that the lessee may, from time to time, and at its own expense, appropriate and condemn, in the name of the lessor, and in manner provided by the lessor's charters, or by law, real estate for the convenient operation of said railroad, and may use the lessor's name in bringing or defending any suits or proceedings, so far as it is, or may be necessary for the protection or enjoyment of the demised premises, property, rights, franchises and privileges, or for the acquisition of additional real estate, but at the sole expense of the lessee, saving the lessor harmless from all loss, costs or damages thereby accruing; and that the lessor will not issue any stock or bonds, or create any indebtedness or lien upon the demised premises or property, without the previous written consent of the lessee.

And the lessor hereby makes, constitutes and appoints the lessee its true and sufficient and lawful attorney, from time to time, to bargain and sell lands and structures of the lessor on such terms as to the lessee shall seem meet, and hereby authorizes the lessee, in the name of the lessor, to make, execute, acknowledge and deliver good and sufficient deeds and conveyances of all the right, title and interest of the lessor in and to the same; the lessor agreeing, whenever thereto requested by the lessee, and upon reasonable notice, to affix its corporate seal to such deeds and conveyances; and the lessee covenants and agrees that other lands and structures of equal value shall be conveyed to the lessor in lieu of any lands or structures so sold and conveyed; all property so acquired to become a part of the demised premises.

And the lessor covenants that it will, at any time or times hereafter, upon the reasonable request of the lessee, make, do and execute, or cause or procure to be made, done and executed, all and every such further and other lawful and reasonable acts, conveyances, transfers, assignments and assurances in the law, for the better and more effectually vesting and confirming the premises and property hereby leased, or intended so to be, in and to the lessee, as by the lessee shall be reasonably devised, advised or required.

And the lessee covenants to pay as rent hereunder, on the last day of each of the months of June, September, December and March, in each year, during said term, a sum equal to one and one-half dollars (\$1.50) upon each share of the capital stock of the lessor now outstanding, said capital stock amounting at the date hereof to four hundred and forty-eight thousand seven hundred dollars (\$448,700); said rent to be paid to the treasurer or other designated agent of the lessor.

And the lessee further covenants that as soon as it lawfully may, and for six months after notice thereof, it will, whenever its stock transfer books are open, but prior to January 1, 1900, issue to such stockholders of the lessor as may desire to make the exchange, three shares of the capital stock of the lessee in exchange for each five shares of the capital stock of the lessor.

And the lessee further covenants to pay, during each year of said term, all taxes, rates, charges and assessments, ordinary and extraordinary, which may be lawfully imposed or assessed in any way upon the lessor or lessee with reference to the premises and property hereby demised, the capital stock of the lessor, its indebtedness, franchises and revenues, or said rental; said payments to be made to the authority or treasurer entitled by law to receive the same, whether Federal, State or municipal; so that said lessor shall be saved harmless, during the continuance of this lease, from any tax, assessment or charge under laws or proceedings made or authorized by the United States or any State or municipality.

PROVIDED, that (1) if the lessee shall fail for thirty days to make any quarterly payment of rent as above stipulated, or (2) if the lessee shall fail to keep or perform any other of its covenants or agreements in this lease contained, and such default shall continue for six months after written notice thereof shall have been given by the lessor to the lessee; then, and in either of said events, this lease shall expire and terminate, at the option of the lessor, and the lessor may thereupon re-enter upon the demised premises, and the same have and possess as of its former estate without prejudice to its right of action for arrears of rent or breach of covenant.

And the lessee covenants that it will operate the lessor's said railroad and furnish all equipment, in addition to that hereby demised, which may be necessary for such operation, and maintain said demised premises and property during said term in the condition and up to its present standard as a railroad; and that it will make all additions, alterations, improvements and betterments which may be necessary or proper with reference to the premises and property hereby leased; and that all lands, structures, improvements, betterments and renewals so added to or made upon the real estate hereby demised shall become the property of the lessor, and a part of the demised premises; and that at the expiration of this lease, whether by lapse of time or otherwise, it will deliver to the lessor possession of said demised premises, rights, franchises and privileges, together with any and all additions and substitutions which may have been made thereto as aforesaid.

And the lessee covenants that it will save the lessor harmless from all suits, costs, damages and expenses by reason of any act or omission of the lessee in the use of said demised premises, or otherwise, under this lease, and will, at its own expense, defend all suits brought against the lessor for any such cause, and pay the judgments therein when demanded on final process; and that it will, during said term, make all returns required by the laws of any State, or of the United States, from or of the lessee, to any public officer, or other legal authority; and that should any returns be required by law of the lessor, the lessee will furnish, on demand, so far as it has the means, all information necessary therefor.

And said parties hereto mutually covenant each with the other that the covenants herein contained shall enure to the benefit of, and be obligatory upon, the successors and assigns of the respective parties hereto; but any assignment hereof by the lessee shall be upon condition that both assignor and assignee shall be and remain jointly and severally liable upon all the lessee's covenants and agreements as herein contained.

And the parties hereto mutually agree, each with the other, that a certain indenture and contract of transportation, made on the twenty-fifth day of January, 1850, and certain articles of agreement made on the twenty-fifth day of January, 1850, by and

between the Stockbridge & Pittsfield Railroad Company and the Housatonic Railroad Company, and referred to in the lease by the Housatonic Railroad Company to the New York, New Haven & Hartford Railroad Company, made on the tenth day of December, 1892, shall be suspended during such period as this lease continues in effect without prejudice to the rights of either party thereunder, during such period; to which suspension the Housatonic Railroad Company hereby assents.

It is understood that this lease is made subject to the approval of the stockholders of each party respectively, as required by law.

IN WITNESS WHEREOF, the parties hereto, under the authority and direction of their respective Boards of Directors, have caused this instrument, and one other instrument of like tenor and effect, to be signed by their respective presidents and treasurers, and their corporate seals to be hereto affixed this twenty-fourth day of February, A.D 1893.

THE STOCKBRIDGE AND PITTSFIELD RAILROAD
COMPANY,

[SEAL]

By D. R. WILLIAMS, *President.*

DANIEL A. KIMBALL, *Treasurer.*

Witness:

W. A. SEYMOUR, as to S. & P. R.R.

THE NEW YORK, NEW HAVEN AND HARTFORD
RAILROAD COMPANY,

[SEAL]

By CHARLES P. CLARK, *President.*

W. L. SQUIRE, *Treasurer.*

THE HOUSATONIC RAILROAD COMPANY,

[SEAL]

By WM. E. BARNETT, *Vice-President.*

C. E. ROBINSON, *Treasurer.*

Witness:

J. G. PARKER.

LEASE.

PROVIDENCE AND WORCESTER RAILROAD COMPANY

TO THE

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY.

The Providence and Worcester Railroad Company, a corporation existing under the laws of the States of Massachusetts and Rhode Island, hereinafter called the lessor, hereby demises and lets, for the term of ninety-nine years from and after the first day of July, 1892, unto The New York, New Haven and Hartford Railroad Company, a corporation existing under the laws of the States of Connecticut and Massachusetts, hereinafter called the lessee, all and singular the railroads and branch railroads held by the lessor as owner or lessee as the same are now, and as they may hereafter be, located and constructed; and all the real estate and water rights, of every name and nature, and wherever situate, belonging to the lessor; and all the personal property of the lessor (except cash, the corporate seal, the stockholders' and directors' record books, the transfer and stock books, the treasurer's books, accounts and office furniture, and the lessor's deeds, plats and other evidences of title, it being understood that the lessee may have full and free access at all reasonable times to the lessor's muniments of title); also all the rights, franchises and privileges of the lessor.

And the lessor hereby grants to the lessee during the continuance of this lease the right to demand and receive for its own use and benefit all the tolls, income, issues and profits to be derived from said demised property and the operation of said railroads.

And the lessor covenants with the lessee that it will suffer and permit the lessee, in keeping all the covenants on its part as herein contained, to occupy, possess and enjoy

said demised premises, property, rights, franchises and privileges during the term aforesaid without hindrance or molestation; that during the continuance of this lease it will maintain its corporate organization, hold all necessary meetings, elect all necessary officers, and make all necessary records and reports, the lessee paying to the treasurer or other designated agent of the lessor the sum of fifteen hundred dollars (\$1,500) quarterly on the rent days hereinafter specified for the expenses thereof; that the lessee may, from time to time, and at its own expense, appropriate and condemn, in the name of the lessor and in manner provided by the lessor's charters or by law, real estate for the convenient operation of said railroads, and may use the lessor's name in bringing or defending any suits or proceedings so far as it is or may be necessary for the protection or enjoyment of the demised premises, property, rights, franchises and privileges, or for the acquisition of additional real estate, but at the sole expense of the lessee, saving the lessor harmless from all loss, costs or damages thereby accruing; that for the purpose of discharging the present bonded indebtedness of the lessor (amounting to \$1,500,000) the lessor will, at the request of the lessee and at the lessee's expense, make and deliver such lawful issue and reissue in renewal of bonds as shall from time to time be necessary and proper to be issued, and will execute mortgages of the demised premises to secure the payment of such bonds, such new issues to be negotiated by the lessee to the best advantage, and the proceeds applied to that purpose; and that the lessor will not issue any stock or bonds, or create any indebtedness or lien upon the demised premises or property, without the previous written consent of the lessee.

And the lessor hereby makes, constitutes and appoints the lessee its true and sufficient and lawful attorney from time to time, to bargain and sell lands and structures of the lessor on such terms as to the lessee shall seem meet, and hereby authorizes the lessee in the name of the lessor to make, execute, acknowledge and deliver good and sufficient deeds and conveyances of all the right, title and interest of the lessor in and to the same; the lessor agreeing, whenever thereto requested by the lessee, and upon reasonable notice, to affix its corporate seal to such deeds and conveyances; and the lessee covenants and agrees that other lands and structures of equal value shall be conveyed to the lessor in lieu of any lands or structures so sold and conveyed, and that if the lessee shall under any power herein conferred sell or abandon the lands and structures now constituting the terminals of the lessor in the city of Providence, the lessee shall acquire, construct and convey to the lessor new terminals of equal value and sufficient for the business of the lessor; all property so acquired to become a part of the demised premises.

And the lessor covenants that it will at any time or times hereafter, upon the reasonable request of the lessee, make, do and execute, or cause, or procure to be made, done and executed all and every such further and other lawful and reasonable acts, conveyances, transfers, assignments and assurances in the law, for the better and more effectually vesting and confirming the premises and property hereby leased, or intended so to be, in and to the lessee, as by the lessee shall be reasonably devised, advised or required.

And the lessee covenants to pay as rent hereunder on the last day of each of the months of September, December, March and June, in each year during said term, a sum equal to two and one-half dollars upon each share of the capital stock of the lessor (said capital stock amounting at the date hereof to \$3,500,000), said rent to be paid to the treasurer or other designated agent of the lessor; and the lessee further covenants to pay the interest of all bonded indebtedness, for the payment of which the lessor may be legally holden, as the same shall from time to time mature, and to assume and pay all the other legal obligations of the lessor of every name and nature, as the same shall from time to time fall due, except the principal of the lessor's bonded indebtedness, for which provision has been hereinbefore made, and to keep and perform all and singular the contracts now in force and binding on the lessor.

And the lessee further covenants to pay, during each year of said term, all taxes, rates, charges and assessments, ordinary and extraordinary, which may be lawfully imposed or assessed in any way upon the lessor or lessee with reference to the premises and property hereby demised, the capital stock of the lessor, its indebtedness, franchises and revenues or said rental; said payments to be made to the authority or treasurer entitled

by law to receive the same, whether Federal, State or municipal, so that said lessor shall be saved harmless during the continuance of this lease, from any tax, assessment or charge under laws or proceedings made or authorized by the United States or any State or municipality.

PROVIDED, that (1) if the lessee shall at any time fail to pay the interest on the lessor's bonded indebtedness when the same falls due, or (2) if the lessee shall fail for thirty days to make any quarterly payment of rent as above stipulated, or (3) if the lessee shall fail to keep or perform any other of its covenants or agreements in this lease contained, and such default shall continue for six months after written notice thereof shall have been given by the lessor to the lessee; then, and in either of said events, this lease shall expire and terminate, at the option of the lessor, and the lessor may thereupon re-enter upon the demised premises, and the same have and possess as of its former estate without prejudice to its right of action for arrears of rent or breach of covenant.

And the lessee covenants that it will operate the lessor's said railroads and furnish all equipment, in addition to that hereby demised, which may be necessary for such operation, and maintain said demised premises and property during said term in the condition and up to its present standard as a first-class railroad; and that it will make all additions, alterations, improvements and betterments which may be necessary or proper with reference to the premises and property hereby leased; and that all lands, structures, improvements, betterments and renewals so added to or made upon the real estate hereby demised shall become the property of the lessor, and a part of the demised premises; and that at the expiration of this lease, whether by lapse of time or otherwise, it will deliver to the lessor possession of said demised premises, rights, franchises and privileges, together with any and all additions and substitutions which may have been made thereto as aforesaid, and will also deliver, in lieu of the personal property set out in an inventory dated the first day of May, 1888, reference to which is hereby had, personal property of similar character, value and uses, and appropriate for the operation of the lessor's railroads.

And the lessee covenants that it will save the lessor harmless from all suits, costs, damages and expenses by reason of any act or omission of the lessee in the use of said demised premises, or otherwise, under this lease, or by reason of any act or omission in the use of said demised premises, or otherwise, under the lease made by the lessor herein to the New York, Providence and Boston Railroad Company, dated May 1, 1888; and will, at its own expense, defend all suits brought against the lessor for any such cause, and pay the judgments therein when demanded on final process; and that it will during said term make all returns required by the laws of any State, or of the United States, from or of the lessee to any public officer or other legal authority; and that, should any returns be required by law of the lessor the lessee will furnish on demand, so far as it has the means, all information necessary therefor.

And the lessee covenants that it will furnish the directors and treasurer of the lessor with free annual passes over all said demised railroads during the continuance of this lease, and will permit said directors to inspect said demised premises and property from time to time.

And said parties hereto mutually covenant each with the other that the covenants herein contained shall enure to the benefit of, and be obligatory upon, the successors and assigns of the respective parties hereto; but any assignment hereof shall be upon condition that both assignor and assignee shall be and remain jointly and severally liable upon all the lessee's covenants and agreements as herein contained.

It is understood that this lease is made subject to approval by the stockholders of said parties respectively as required by law.

The lessor herein and the New York, Providence and Boston Railroad Company hereby agree each with the other, that whenever, under legislation now existing or hereafter enacted, this instrument shall take full legal effect, the lease now existing from the lessor to said New York, Providence and Boston Railroad Company, dated May 1, 1888, shall be *ipso facto* cancelled and annulled, and the covenants, agreements and obligations of each party thereunder discharged and released; until such time said lease shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto, under the authority and direction of their respective boards of directors, have caused this instrument to be signed by their respective Presidents and their corporate seals to be hereto affixed, this seventeenth day of December, A.D. 1892.

[SEAL] PROVIDENCE AND WORCESTER RAILROAD COMPANY,
By MOSES B. I. GODDARD, *President*.

[SEAL] THE NEW YORK, NEW HAVEN AND HARTFORD
RAILROAD COMPANY,
By CHARLES P. CLARK, *President*.

[SEAL] THE NEW YORK, PROVIDENCE AND BOSTON
RAILROAD COMPANY,
By S. D. BABCOCK, *President*.

LEASE.

MERIDEN, WATERBURY AND CONNECTICUT RIVER
RAILROAD COMPANY

TO THE

NEW YORK AND NEW ENGLAND RAILROAD COMPANY.

THIS INDENTURE, made this first day of September, A.D. 1892, between the Meriden, Waterbury and Connecticut River Railroad Company, hereinafter called the lessor, party of the first part, and the New York and New England Railroad Company, hereinafter called the lessee, party of the second part, each being a corporation duly incorporated, and owning and operating railroad lines in the State of Connecticut, and the Farmers' Loan and Trust Company of New York City, hereinafter called the trustee, party of the third part, —

WITNESSETH: That said parties hereto, in consideration of the premises and of the several covenants and agreements hereinafter contained to be kept and performed for the benefit of each respectively, do hereby mutually covenant and agree to and with each other as follows: —

First. The lessor hereby lets and demises unto the lessee, its successors and assigns, the railroad of the lessor, beginning in Cromwell and now built through Meriden to Waterbury, in said State, as said railroad is or may hereafter be located and constructed; and also all lands, tenements and hereditaments, lands under water, riparian and location rights thereto appertaining, water rights, rights of way and easements now held or that may be hereafter acquired by said lessor for the purposes of said railroad, or any extensions or branches thereof, and for the purposes of depots, stations or terminals in connection therewith; and also all leaseholds, leases, terms and parts of terms, rights under leases and under contracts, covenants, declaration of trusts and agreements, and all rights of trackage and terminal rights, privileges and franchises, and all licenses, permits or privilege of transit granted by any governmental or municipal authority, and all other rights, general and special, now held or that may hereafter be acquired by said lessor for the purposes of said railroads and terminals, or any of them; and also all railways, ways, tracks, sidings, turnouts, bridges, viaducts, culverts and fences, wharves, docks and piers, depots, station-houses, freight-houses, ware-houses, round-houses, car-houses, store-houses, turn-tables, water-tanks, machine shops and repair shops and other buildings, structures, erections, fixtures and improvements of every kind and all locomotives, engines, cars and other rolling stock and railway equipment, machinery and telegraph apparatus, and all papers, documents, maps, surveys, deeds and conveyances showing the condition of the lessor's title to the real estate hereby demised, and all other property, real or personal, now held or that may hereafter be acquired by said lessor for or in connection with the construction, main-

tenance, operation, reparation or replacement of said railroad or terminals, or other properties, or any of them, or as necessary or convenient for the uses or privileges thereof; and also all rights, powers, privileges and franchises other than the franchise of being a corporation and of exercising the right of eminent domain, and building any necessary branches or extensions connected with or relating to said railroad, terminals, leaseholds and properties, or any of them, including the right of the lessor to operate said railroad and terminals, and to demand and receive all tolls, rent, revenue, income and profits thereof, whether the same be now held or shall hereafter be acquired by the said lessor.

TO HAVE AND TO HOLD the said demised railroad, property, premises, equipments and appliances, leaseholds, rights, privileges and franchises, unto the lessee, its successors and assigns, for the term of ninety-nine years beginning on the first day of September, A.D. 1892, inclusive of said day.

PROVIDED ALWAYS, and it is hereby expressly understood and agreed that nothing herein contained shall be deemed to affect in any manner the rights of corporate existence of the lessor, or any powers and franchises, the exercise of which may from time to time be necessary to maintain such existence, or to perform its covenants herein, or to protect the interests of its stockholders and creditors according to the true intent and meaning of these presents; and provided further, that if it so be that the right to, or to the use or enjoyment of, any of the property, matters or franchises hereinbefore referred to, which the lessor now has or enjoys, would not pass to the lessee, but would be impaired or lost to the lessor by reason of this lease, then the same are excepted therefrom and are not included therein; but the lessor covenants to do and perform, at the expense of the lessee, any act or thing in relation thereto that the lessee may request to enable it to have, use and enjoy the same, as near as may be, to the same extent as the balance of the property hereby demised.

Second. In consideration of the premises, the lessee hereby covenants, to and with the lessor and the trustee, to pay as hereinafter provided, as rental for the rights, franchises and property hereby demised, in each year of said term, the sum of twenty-two thousand five hundred dollars, to be paid in equal semi-annual instalments of eleven thousand two hundred and fifty dollars each, on the first days of January and July in each year of said term, the first of said instalments to be paid on the first day of January, 1893. The said instalments of rent shall be paid to the said trustee, whose receipt for the same shall be a full and conclusive evidence of each payment and full discharge and acquittance of such rent.

Third. And the lessee further covenants with the lessor to pay during each year of said term, all taxes, rates, charges and assessments, ordinary and extraordinary, which may become due or be lawfully imposed or assessed in any way upon the lessor, its capital stock, indebtedness, franchises and revenues, the premises hereby let, or said rental or any part of the same; said payments to be made to the authority or treasurer entitled by law to receive the same, whether such law be that of the United States, the State of Connecticut, or any municipal corporation of or in said State, so that said lessor shall be saved harmless, during the said term of this lease, from any such tax, assessment or charge, under laws or proceedings made or authorized by the United States or the State of Connecticut; and if any taxes or assessments shall be imposed or levied against the individual holders of the stock or bonds or other obligations of the lessor, in lieu of any taxes or assessments now imposed upon the lessor itself, the railroad and premises, the same shall be paid as soon as due, by the lessee, to the authority or officer entitled to receive the same, and individual holders saved at all times harmless therefrom and indemnified against any demand for or payment for the same.

Fourth. The lessor hereby expressly covenants with the lessee that the entire existing indebtedness, liabilities and obligations of the lessor for land and right of way occupied by its railroad, depots and station grounds, for unpaid bills and wages, and under any and all claims and demands, actions or causes of actions, always excepting the \$400,000 of first mortgage bonds hereinafter referred to, do not exceed the sum of \$10,000. And the lessee covenants with the lessor that upon receiving possession of the property hereby leased and upon the assignment and transfer to it as its absolute prop-

erty of all cash on hand, supplies, tools, materials, furniture, choses in action, accounts due, and all other personal property of the lessor not included in said lease, which assignment and transfer the lessor hereby agrees to make on the first day of said term, the said lessee will assume and pay the said floating indebtedness of the lessor, not exceeding the amount of \$10,000.

Fifth. And the lessor hereby expressly covenants with the lessee that the amount of its capital stock now outstanding is \$500,000; and further that the amount of its funded debt now outstanding is \$450,000, due on its first mortgage bonds, payable on the first day of July, 1925, bearing 5 per cent. interest, and that all matured coupons on said bonds have been paid and cancelled, including those which matured on July 1, 1892. And the lessor covenants that simultaneously with the execution of this indenture it will deliver to the trustee \$50,000 par value of said \$450,000 of first mortgage bonds.

IT IS COVENANTED between the lessor and lessee that the said lessee may instruct the trustee to sell the said fifty thousand dollars (\$50,000) of bonds, or any portion thereof, at such time or times, and for such price or prices as the lessee may approve; and further that the said lessee will use the proceeds of said bonds to pay said floating indebtedness of the lessor, and to improve, better or extend the demised premises at such times and in such manner as said lessee may deem advisable; and the trustee agrees to pay the proceeds of all or any portion of said bonds to the lessee, upon the certificate of the president and chief engineer of the lessee, that the lessee has actually expended an equivalent amount upon the property of the lessor or upon payment of its floating indebtedness, the title to any property, betterments or extensions so acquired to vest in the lessor, and such bonds so far as not used to pay the floating debt of the lessor to be accounted for at par, without interest, on the termination of this lease. And the lessor further covenants that it will not, during said term, issue any other or further bonds than the \$450,000 of bonds above provided for, nor any or further amount of its capital stock than the \$500,000 above mentioned, without the consent of the lessee.

Sixth. The lessor further covenants with the lessee and agrees that whenever, during the term of this lease, the lessee shall desire it to take up, pay off, refund or renew any bonds secured by lien upon the demised property, the lessor will, for the purpose of taking up, paying off, refunding or renewing the same, at the request of the lessee and at its expense, issue new bonds not exceeding in par value the value of the bonds so taken up, paid off, refunded or renewed, at the same or less rate of interest as may be requested by the lessee, but in no case exceeding the legal rate of interest at the time of issue, in place of the bonds so taken up, paid off, refunded or renewed, and secure the same by mortgage.

Seventh. Said lessee further covenants with the lessor that it will keep and maintain said demised premises and property during said term in as good order, repair and condition as the same were on the first of September, 1892, replacing and renewing from time to time whatever becomes defective and worn out, whether from the wear and tear incident to the use of said premises by the lessee or from the action of the elements, fire, the act of God, or any other cause whatsoever; that whenever from time to time the track of said leased premises needs renewal the iron shall be replaced by steel.

Eighth. Said lessee further covenants with the lessor that it will not commit any waste upon said premises during the continuance of this lease, and that it will pay such expenses as may be necessary to maintain the organization of the lessor and compensation to the trustee for its services hereunder, not exceeding the sum of \$100 per annum for both of said purposes.

Ninth. Said lessee further covenants with the lessor that it will (it being agreed that it shall have full power to do so) keep all the buildings or any other premises hereby leased and all improvements or additions that may be made thereto, insured against loss by fire in good and satisfactory insurance companies, payable in case of loss to itself, and shall have authority to receive the same from the insurance company in case of loss; and all the assets derived from any such insurance shall be appropriated to restoring and replacing the property destroyed or used for repairs upon or replacing the property leased.

Tenth. The lessee further covenants with the lessor that it will save the lessor harmless from all suits, costs, damages and expenses by reason of any act or omission of the lessee in the use of said demised premises under this lease; and will, at its own expense, defend all suits brought against the lessor for any such cause and pay the judgment, if any, therein recovered when demanded on final process; and that it will make all returns during said term, which could be, were there no lease required by the laws of the State of Connecticut, or the United States, from or of the lessor to any public officers or officer or other legal authority or assembly, and that should any such returns be required by law of the lessor, the lessee will furnish on demand, so far as it has the means, all information necessary therefor.

Eleventh. The lessee may at any time during the continuance of the demised term change and alter the line, way and gauge of the demised railroad, and in so doing may discontinue any part of the present way or track of said railroad, and any of the machine shops or depots not required for the use of the line, and may also change the grade or grades of the said road, and may alter or change the location of any of the tracks, water stations, buildings or erections appurtenant to or connected therewith; and it may also, if it shall deem it necessary, purchase and acquire title to any additional real estate for the use of such road, and may build additional branches, extensions, stations and coal trestles, or aid the lessor to build the same, or may change any of the demised lands or buildings for any other lands or buildings or for other lands more convenient or necessary for its use, and of equal value for the uses and purposes of said railroad, but all such alterations, purchases or exchanges are to be at the proper cost and charge of the lessee, unless so made with the consent of the lessor. In case the lessee shall make such additions to the demised premises, or shall build an extension or extensions, or branch or branches, then on the termination of this lease such additions, extensions or branches as shall have been made with the consent of the lessor shall be paid for by the lessor, at a valuation to be fixed by three arbitrators, one to be chosen by each party, and they to choose a third, and on their failure to make such choice the third to be appointed by any judge of the supreme court of the State of New York, on due notice of each party, and a majority of said arbitrators may make the award.

Twelfth. And the lessor further covenants to and with the lessee: —

(a) That it, the said lessor, has good right to lease said premises and property in the manner aforesaid; and that it will suffer and permit said lessee (it keeping all the covenants on its part as herein contained) to occupy, possess and enjoy said premises during the term aforesaid, without hindrance or molestation from it, or any persons claiming by, from or under it.

(b) That during the continuance of this lease and agreement it will maintain its organization and existence as a body corporate, and to that end will comply with all the requisites and forms of law; and that it will furnish on demand to said lessee, so far as it has the means, all information necessary to enable said lessee to make any returns as aforesaid, which could be, were there no lease, required as aforesaid.

(c) That it will do and perform all such acts at the request of the lessee, as shall be proper and necessary for the due protection, preservation and full enjoyment by the said lessee of all the property, rights, franchises and interests herein demised to the lessee to carry into effect the true intent and meaning of this lease and agreement; and that in default thereof the same may be done by the lessee, so far as it can lawfully do the same, or by its agents, successors and assigns, in the name and as the act of the lessor at the expense of the lessee; and also that the lessee may, at its own expense and charge, and for its own use and benefit, use the name, franchise and corporate power of the lessor, in commencing, prosecuting and defending any suit in law or equity, which may be necessary or proper to enable the lessee to defend, assert and maintain any right secured to it by this instrument, or to enforce payment of damages for injuries thereto, and to give due receipts, acquittances and discharges on account thereof and in relation thereto.

(d) That it will at all times, upon reasonable request, execute any and all instruments that may be requisite or necessary to confirm, and to its full meaning and intent carry out and establish the terms of this lease and agreement.

Thirteenth. And it is further agreed and understood by and between the lessor and the lessee that there shall forthwith be made a full and complete inventory and appraisal of all the locomotives, cars, rolling stock, machinery and personal property of every nature and description, demised by this lease; and an accurate description and appraisal made of the road, tracks, buildings, bridges and all similar property appertaining to and of the nature of real estate of the lessor; and a copy of such inventory, description and appraisal shall be furnished to the lessor and the lessee, and the same shall be conclusive evidence in any and all cases in which the question of the value and condition of said property at that time of making this lease shall arise between them. The said inventory, description and appraisals shall be made by two disinterested persons — one selected by the lessor and one by the lessee, who, in case of any dispute or disagreement, may choose a third — their expenses to be shared equally by the lessor and lessee.

Fourteenth. And it is further agreed that on the termination of this lease, whether the same is terminated before or at the end of the term, a like inventory and appraisal shall be made of all property surrendered to the lessor, and if the property surrendered is greater or less than the appraised value would have been had the property leased been surrendered in the same repair that it was on the first day of September, 1892, the difference shall be paid in money.

In ascertaining the amount that is to be paid at the termination of the lease by the lessor for such additions as may be made with its consent on appraisement as hereinbefore provided, the par value of such of the \$50,000 of bonds mentioned in paragraph 5 hereof as shall be used for improvements, betterments or extensions, shall be credited to the lessor.

Fifteenth. And it is further understood and agreed that the lessee shall have the right to use all the rolling stock of the lessor on and over the railroad of the lessee, or over any road which it can lawfully send its own cars; and may at any and all times sell the locomotives, tools, machinery, fixtures, other rolling stock, furniture and personal property herein leased, substituting other property of equal value therefor.

Sixteenth. Provided, however, and these presents are upon the express condition and stipulation that if the lessee shall neglect or refuse to pay the rental herein reserved or neglect or fail to perform any or either of the covenants on its part to be performed, for more than three months after written notice given by order of the Board of Directors of the lessor of such neglects, refusal or failure, and that if continued it will be regarded as a forfeiture of this lease, then, and in either of such cases, the said lessor may lawfully at any time after the expiration of the said three months, and while such neglect or default continues, without further notice or demand enter into and upon the leased premises or any part thereof in the name of the whole, and repossess the same as of its former estate, and expel the lessee and those claiming under it, without prejudice to any remedies which might otherwise be used for arrears of rent or preceding breach of covenants.

Seventeenth. The said trustee covenants and agrees to and with each of the other parties hereto that it will, upon receipt of the instalments of rent herein provided to be paid by the said lessor, apply the same to the payment of the several interest coupons upon said four hundred and fifty thousand dollars of first mortgage bonds of said company then due and payable, and of the several interest coupons upon any bonds that may be issued in renewal or extension of, or to provide the means for paying said four hundred and fifty thousand dollars (\$450,000) of bonds; and upon the payment of said coupons the same shall be cancelled by said trustee and delivered to said lessor, and such delivery shall discharge the trustee from any liability arising from the receipt of such instalments of rent. Any balance remaining in the hands of the trustee, not required for the purpose of paying such interest coupons, shall be paid over to the lessee, and said lessee hereby covenants with the lessor to use the same for the improvement, betterment or extension of the demised property: provided, however, and it is distinctly understood and agreed that so long as the fifty thousand dollars of bonds mentioned in section 5 hereof, or any portion of said bonds, or any bonds that may be issued in lieu of, or in exchange for said bonds, or any portion thereof shall remain

deposited with the trustee, under the provisions hereof, the said trustee hereunder, shall pay out of the rent hereinabove provided to be paid by the said lessee, the several interest coupons upon said fifty thousand dollars of bonds, or such portion as may remain on deposit with said trustee, as they severally become due, direct to the lessee; such moneys so paid to be the absolute property of said lessee, and such coupons to be cancelled by the trustee.

Eighteenth. Each and all of the preceding covenants, agreements and stipulations shall mutually bind and enure to the benefit of the parties thereto, their and each of their successors and assigns.

IN WITNESS WHEREOF, the parties hereto under the direction and authority of their respective board of directors have caused this instrument in triplicate to be signed and sealed by their presidents respectively, the day and year first above written, and the same is to be submitted within twelve months therefrom to the stockholders of the lessor and of the lessee respectively for their approval.

MERIDEN, WATERBURY & CONNECTICUT
RIVER RAILROAD COMPANY,

[SEAL]

By F. H. PRINCE, *President.*

GEO. ROCKWELL, *Secretary.*

Attest:

In presence of

W. H. STARBUCK.

D. S. PLUME.

NEW YORK & NEW ENGLAND RAILROAD
COMPANY,

[SEAL]

By CHARLES PARSONS, *President.*

JAMES W. PERKINS, *Secretary.*

Attest:

In presence of

C. S. MELLIN.

L. B. BIDWELL.

LEASE.

WOONSOCKET AND PASCOAG RAILROAD COMPANY

TO THE

NEW YORK AND NEW ENGLAND RAILROAD COMPANY.

THIS INDENTURE, made this tenth day of March, A.D. 1891, between the Woonsocket and Pascoag Railroad Company, hereinafter called the lessor, party of the first part, and the New York and New England Railroad Company, hereinafter called the lessee, party of the second part, each being a corporation duly incorporated and owning and operating railroad lines in the State of Rhode Island, —

WITNESSETH: That the said parties hereto, in consideration of the premises, and of the several covenants and agreements hereinafter contained, to be kept and performed for the benefit of each respectively, do hereby mutually covenant and agree to and with each other as follows: —

First. The lessor hereby lets and demises unto the lessee, its successors and assigns, the railroad of the lessor, beginning in Woonsocket and now built to Harrisville in said State, connecting with the Providence and Springfield Railroad as said railroad is now located and constructed; and also all lands, tenements and hereditaments, lands under water, riparian and location rights thereto appertaining, water rights, rights of way and easement, now held or that may be hereafter acquired by said lessor for the purposes of said railroad or any extensions or branches thereof, and for the purposes of depots, stations or terminals in connection therewith; and also all leaseholds, leases, terms and parts of terms, rights under leases and under contracts, covenants, declarations of trust

and agreements and all rights of trackage and terminal rights, privileges and franchises, and all licenses, permits or privileges of transit granted by any governmental or municipal authority, and all other rights, general or special, now held or that may hereafter be acquired by said lessor for the purposes of said railroads and terminals, or any of them; and also all railways, ways, tracks and sidings, turnouts, bridges, viaducts, culverts and fences, wharves, docks and piers, depots, station-houses and freight-houses, warehouses, round-houses, ear-houses, storehouses, turn-tables, water-tanks, machine shops, repair shops and other buildings, structures, erections, fixtures and improvements of every kind; and all locomotives, engines, cars and other rolling stock and railway equipment; and all papers, documents, maps and surveys, copies of deeds and conveyances showing the condition of the lessor's title to the real estate hereby demised; and all other property, real or personal, now held or that may be hereafter acquired by said lessor; and also all rights, powers, privileges and franchises connected with or relating to said railroad, terminals, leaseholds, and properties, or any of them, including the right of the lessor to operate said railroad and terminals whether the same be now held or shall hereafter be acquired by the said lessor.

TO HAVE AND TO HOLD the said demised railroad, property, premises, equipments and appliances, leaseholds, rights, privileges, and franchises unto the lessee, its successors and assigns, for the term of ninety-nine years beginning on the first day of February, A.D. 1891, inclusive of said day: provided, however, that the rental under this lease shall not begin to accrue until the road-bed, bridges, stations, tracks and other structures necessary for the operation of the railroad and the accommodations for the public in connection therewith shall be completed to the satisfaction of the chief engineer and the acceptance in writing by the general manager of the lessee company; and provided, also, that the first payment under this lease made on the first day of April or the first day of October next following such acceptance shall be for only such proportionate part of the \$7,500 as the length of time since said acceptance and the date of payment bears to the length of time between the date of the payment and the date of this lease.

PROVIDED, ALWAYS, and it is hereby expressly understood and agreed that nothing herein contained shall be deemed to affect in any manner the rights of corporate existence of the lessor, or any powers and franchises, the exercise of which from time to time may be necessary to maintain such existence or to perform its covenants herein, or to protect the interests of its stockholders and creditors according to the true intent and meaning of these presents; and provided, further, that if so to be that the right to or the use and enjoyment of any of the property, matters or franchises hereinbefore referred to, which the lessor now has or enjoys, would not pass to the lessee but would be impaired or lost to the lessor by reason of this lease, then the same are excepted therefrom and are not included herein; but the lessor covenants to do and perform, at the expense of the lessee, any act or thing in relation thereto which the lessee may request to enable it to have, use and enjoy the same, as near as may be, to the same extent as the balance of the property hereby demised.

Second. In consideration of the premises, the lessee hereby covenants, promises and agrees for itself, its successors and assigns, to pay unto the lessor or otherwise, as hereinafter provided as rental for the rights, franchises and property hereby demised, in each year of said term the sums following, to wit: —

1. Ten thousand dollars to be paid to the treasurer of the Woonsocket and Pascoag Railroad Company in equal semi-annual instalments of five thousand dollars each, on the first days of April and October in each year of said term, and five thousand dollars to be paid in semi-annual instalments of \$2,500 each, on the first days of April and October of each year, to the Rhode Island Hospital Trust Company, of Providence, R. I., trustee of the mortgage under which bonds are to be issued, guaranteed by the city of Woonsocket, during the term of said mortgage, or to the trustees under any subsequent mortgage made to secure bonds issued in place of those guaranteed by the city of Woonsocket; it being understood and agreed that the first payment on April 1 shall be for only such amount of rental as may have accrued after the acceptance in writing by the general manager of the lessee company, as provided in the previous clause.

2. And the lessee further covenants with the lessor to pay, during each year of said term, all taxes, rates, charges and assessments, ordinary and extraordinary, which may come due or be lawfully imposed or assessed in any way upon the lessor, its capital stock, indebtedness, franchises and revenues, the premises hereby let, or said rental or any part of the same; said payments to be made to the authority or treasurer entitled by law to receive the same, whether such law be that of the United States, the State of Rhode Island, or any municipal corporation of or in said State, so that the lessor shall be saved harmless during the said term of this lease, from any such tax, assessment or charge under laws or proceedings made or authorized by the United States or the State of Rhode Island; and if any taxes or assessments shall be imposed upon or levied against the individual holders of the stock or bonds or other obligations of the lessor, in lieu of any taxes or assessments now imposed upon the lessor itself, the railroad and premises, the same shall be paid as soon as due by the lessee to the authority or officer entitled to receive the same, and individual holders saved at all times harmless therefrom and indemnified against any demand for or payment of the same.

Third. The lessor further covenants with the lessee that it will, on the first day of said term of lease, assign and transfer to the lessee all supplies, tools, furniture, material, choses in action, and all other personal property of the lessor; and the lessor also further agrees that on the date of the execution of this lease by it there shall be no floating indebtedness outstanding against its property and that the lessee shall not be called upon to pay any floating indebtedness but shall be indemnified and saved harmless therefrom.

Fourth. And the lessee further covenants with the lessor that should the lessor, with the written consent of the lessee, issue any new bonds during the said term, either in substitution for or in addition to those now outstanding, or any additional shares of capital stock to the shares now outstanding, or both, it will pay such sum, if any, in addition to the \$15,000 above agreed, as shall equal five per cent on the par value of any and all such additional stock, and also a per cent. on the par value of any and all such new bonds equal to the per cent of the interest stipulated for in such bonds, said additional sums to be paid in two equal semi-annual instalments at the same time with the semi-annual payments hereinbefore agreed upon: provided, however, that if upon the payment of the \$100,000 of five per cent. bonds of the lessor now outstanding new bonds of the lessor shall be issued, bearing a total interest charge of less than \$5,000, then such difference between said new interest charge and the present interest charge of \$5,000 shall be deducted by the lessee from the annual rental thereafter payable and retained for its own use.

And the lessor hereby expressly covenants with the lessee that the amount of the capital stock of the lessor issued and outstanding does not exceed two thousand shares of the aggregate par value of two hundred thousand dollars and that no more shares shall hereafter be issued without the written consent of the lessee; and that the amount of its funded debt now outstanding is \$100,000, due on its bonds payable on the first day of October, A.D. 1910, bearing 5 per cent interest; and that no further bonds, notes or other obligations shall be issued by it except to replace and in substitution for said bonds amounting to \$100,000 unless with the written consent of the said lessee; and that no new bonds or other obligations shall be issued in lieu of or for the purpose of paying, discharging or retiring the bonds or other obligations of the lessor, in excess of the amount of the bonds or other obligations paid, discharged or retired either in respect to the principal sum or the interest charge thereof, unless with the written consent of the lessee.

The lessor covenants that, upon demand of the lessee at any time during the continuance of this lease and written notice specifying any of the bonds of the lessor then outstanding, for the payment or retirement of which the lessee desires to provide, which notice shall be given at least ninety days prior to the maturity of such bonds, the lessor will forthwith make, execute and deliver to the lessee its new bonds for an equal amount of principal secured by mortgage upon all or part of the demised property if and as the lessee may desire, to be exchanged at par for any of the bonds of the lessor then outstanding specified by the lessee as aforesaid; and bonds so issued shall bear such rate of

interest and be for such time, and they and any mortgage securing the same shall be in such form and contain such terms, provisions, covenants and conditions as the lessee shall determine; provided, that in case said new bonds shall be so drawn as to mature at a date later than two years prior to the expiration of said term of this lease they shall be in such form and contain such terms, provisions, covenants and conditions as shall be acceptable to the lessor.

If the lessee so elect, said new bonds may be sold by it to a sufficient amount to pay such bonds so specified as aforesaid, with necessary expenses, the proceeds to be applied to the payment of the principal of the bonds specified as aforesaid and said expenses; in which event the said bonds shall be sold to the highest responsible bidder or bidders (but at a price not less than par) after such reasonable advertising for proposals as the lessor may request, which proposals shall be open to the lessor's inspection before acceptance; and the lessee covenants that the lessor shall be at no expense in the issue or sale of said new bonds.

All such bonds executed and delivered by the lessor to the lessee which are not required for the sale or exchange above provided for shall be, if desired by the lessor, cancelled and returned to the lessor; and the balance of the proceeds of such sale, if any remaining after the application of such proceeds, as above specified, shall be held by the lessee, to be applied to any expenses theretofore incurred by it in retiring any of said bonds.

The lessor covenants that, if at the time when any bonds shall mature it shall have failed, for any reason whatever, to keep its aforesaid agreements in regard to new bonds to be used to retire or to provide for the payment of said maturing bonds, in accordance with the foregoing covenant, then it will pay the principal of said maturing bonds according to the tenor thereof.

In case the lessee shall not exercise the rights herein given it to retire the bonds of the lessor by means of new bonds of the lessor, the lessor may provide for the payment of said maturing bonds by issuing such new bonds as may seem to it desirable, the interest upon which shall be paid by the lessee, as part of said rent as aforesaid; provided that the amount of bonds so issued shall not exceed the amount of the bonds so maturing, either in respect to the principal sum thereof or the interest charged thereon.

The lessor hereby covenants and agrees to and with the lessee that it will not, during the continuance of this lease, extend the time of payment of any of its bonds, without the written consent of the lessee.

The lessee further covenants to keep and maintain the railroad premises, equipments and other property hereby demised and the appurtenances thereto belonging in good order, repair and condition as when received at the beginning of said term, replacing and renewing whatever becomes defective and worn out from time to time, and so to use and care for all the property hereby leased that the right of the lessor to the ultimate use thereof as at present shall not be impaired by reason of any breach of the terms or conditions upon which it is now holden; and the lessee covenants that all new property, real or personal, acquired by it for the use of the demised railroad, or any branch or extension thereof, in said State of Rhode Island, shall thereupon become and remain part of the demised premises if paid for with the proceeds of additional stock and bonds issued by said lessor as fully as if now owned by the lessor.

Fifth. The lessee covenants and agrees that it will, during the continuance of this lease, do every act and thing that may be by law obligatory upon it, or upon the lessor, in respect to the operation, maintenance and use of the said railroad premises and property hereby demised and every part thereof, including the keeping and rendition of all accounts required by law; but the said lessee, its successors and assigns, may at any time during the continuance of this lease, alter the location, line and gauge of the leased railroad, and in so doing may discontinue any part of the present location or tracks of the said railroad and of any of the machine shops or depots not required for the use of the line, and may also change the grade or grades of said road and alter the location of any of the tracks, water stations, buildings or erections appurtenant to or connected therewith; and may exchange lands or buildings hereby demised for other lands or buildings more convenient or necessary for its use and of equal value for the uses and

purposes of said railroad. All premises received in exchange are to be conveyed to the lessor and held by the parties hereto as if the same were now part of the premises demised.

Sixth. The lessee covenants with the lessor to make the several rental and other payments hereinbefore stipulated as the same become due and payable in each year of said lease; provided, nevertheless, that if any of said payments shall not be made within fifteen days from the time when the same become payable, or if default be made for thirty days in the performance of any other of the covenants and agreements of the lessee in this indenture contained and shall be thereafter continued for ten days after written notice of such default has been given to it by the lessor, then this lease shall expire and terminate at the option of the lessor, which may thereupon enter upon the demised premises, or that which then represents them, and the same have and possess as of its former estate; and without such re-entry may recover possession thereof either by process of ejectment or by any statutory proceeding for recovery of possession on the expiration of a term; it being understood that no demand for the rent, or any part thereof, and no re-entry for condition broken as at common law shall be necessary to enable the lessor to recover such possession, but that all right to any such demand or re-entry is hereby expressly waived by the lessee; saving to the lessor any right to damage for breach of any of the provisions of this indenture, and the further right to recover the proportional parts of the several rental charges aforesaid, which had accrued at the date of its recovery of possession, if this lease be terminated by the exercise of the option above provided for.

Seventh. The lessee covenants that at the expiration or other determination of the term for which the railroad is hereby demised, it will surrender said demised railroad with a perfect track and all its rolling stock, equipments, depot, stations, shops, grounds, buildings and structures in as convenient and good condition for the uses and purposes thereof as when it received them, and the amount of property received under this lease and the condition of the same is to be indicated by an inventory to be made by the chief engineers of the lessee and lessor; together with all additions and improvements that have been paid for with the proceeds of additional stock and bonds issued by the said lessor.

Eighth. The lessor covenants and agrees that the lessee shall, upon payment in the manner herein provided of the annual rent herein reserved, and keeping and performing the covenants and agreements herein agreed by it to be kept and performed on its part, have the uninterrupted possession, use, control and management of the said railroad and the real estate, premises and property herein demised, with the right to demand and receive for its own use and benefit all tolls and charges, fares and freights, which may or can be legally demanded and received for the transportation of persons and property upon and over the same, or any part thereof, and all the income and revenue of the aforesaid estate and property of the lessor; and all its other rights, privileges and franchises and benefits in its quiet and peaceable possession and enjoyment without detriment, hindrance, interruption or molestation from said lessor or its successors and assigns, for and during the term of this lease.

And the lessee covenants with the lessor that it will save the lessor harmless from all suits, costs, damages and expenses by reason of any act or omission of the lessee in the use of said demised premises, or otherwise, under this lease, and will at its own expense defend all suits brought against the lessor on account of any such act or omission of the lessee, and that it will keep and perform all and singular the contracts which are in force and binding on the lessor at the date of the approval hereof (except the lessor's bonds), including all stipulations in deeds or leases of real estate to the lessor; and will also, at its own expense, defend all suits now pending or hereafter brought against the lessor for any claims disputed by it, which have been stated in writing to the lessee before the approval of this lease, and will pay and perform the judgments thereon rendered.

Ninth. The lessor covenants that it will, during the continuance of this lease, maintain its existence and organization as a body corporate, in due form of law, and that it will from time to time as a body corporate, and at all times when thereto required by the lessee, do and perform all such acts, matters and things consistent with the rights of

said lessor under this lease as shall be necessary in the opinion and judgment of the lessee or its officials, or counsel, to the due preservation and protection of all estates, property, rights, franchises and interests herein demised to the lessee, and to carry into full effect the true intent and meaning of this lease, and in default thereof that the same may be done by the said lessee, its successors and assigns, or its lawful agents in the name and as the act of the said lessor.

And the lessor covenants with the lessee that it will, from time to time, if requested by the lessee, proceed to purchase, or, if necessary, appropriate and condemn by appraisal, such estate, real or personal, either as an addition to or improvement on the line already built, or for any branch or extension that the lessee may desire to have hereafter built, as, in the opinion of the lessee, the convenient exercise of the demised franchises or operation of the demised premises, or orders of the Railroad Commissioners of the General Assembly, or any court or judge may render necessary or desirable, the lessee, however, advancing and paying all expenses thereby incurred, including the legal expenses, for which advances, as made from time to time and for other advances made by the lessee for the purchase or acquisition of real estate for railroad uses, to become part of the demised premises, the lessor covenants to pay the lessee within ninety days thereafter, at the option of the lessee, either by selling such mortgage bonds of the lessor as may then be legally made or issued, which shall be sold to the highest bidder (but none of which shall, however, be sold at less than their par value, without the written consent of the lessee), or by giving the lessee the lessor's promissory non-negotiable notes for the full amount of such advances payable at any time within one year from the termination of this lease, with interest from the date of such termination, or by issuing such further shares of the capital stock of the lessor as may then be allowed by law, selling the same to the highest bidder but not at less than par, without the written consent of the lessee. And if any new stock is so issued, a further rental shall be paid during the residue of said term equal to five per cent. on the par value of such increase. But if the lessee elects to have any of the bonds of the lessor, which it may have the legal right to make and issue from time to time, sold and the proceeds used for improving, extending or better equipping the demised premises or building or equipping any branch or branches thereof, it shall have the right to require such use thereof, in lieu of its first making any advances for any such expenses in the manner above provided; and in such case the lessor hereby covenants to make or issue such bonds as the lessee may require and to dispose of the same to the highest bidder (but not at less than par and interest, without the written consent of the lessee) and to use the proceeds under the direction of the lessee, in making such improvements, extensions or additions to the demised premises or any branch thereof and the equipment thereof.

And the lessor also agrees that the lessee may use its name in bringing or defending any suits so far as it may deem necessary for the use, quiet enjoyment and protection of the demised premises, or to protect itself against unlawful exactions or demands by or under any public authority, but at the sole expense of the lessee, saving the lessor harmless from all loss, costs or damages thereby accruing.

Tenth. The lessor further covenants that it will from time to time and at any time hereafter, at the request of the lessee, execute and deliver all such other and further specific or general assignments and transfers, instruments and assurances in the law, for the further, better or more perfect assuring the railroad, premises, property, rights, privileges and franchises herein and hereby demised according to the true intent and meaning of these presents and by the lessee, or its counsel learned in the law shall or may be reasonably advised or required; but it is expressly covenanted and agreed that all such assignments and transfers shall be only for the term and subject to the provisions of this lease.

And the lessor further covenants with the lessee that it will furnish and keep all such books, forms and papers and do all such acts and things, at its own expense and cost, as may be required for the proper issue, record and transfer of the stock of the lessor, and for the registration and transfer of any of its bonds, which books shall at all proper times be open to the inspection of the officers of the lessee, and will provide a suitable person

to act as transfer agent of the lessor during the continuance of this lease ; provided, always, that all such stock certificates and bonds shall be signed by the proper officers of the lessor ; and the lessee will give free transportation over the demised railroad or over the railroad of the lessee to the directors of the lessor at all times during the term of this lease.

Eleventh. The lessee hereby covenants with the lessor, that it will, during the full term of this lease and every year thereof, run as many trains, both passenger and freight, over the railroad hereby leased in the respective seasons of the year, from time to time as public convenience and necessity may require.

Twelfth. Whereas the city of Woonsocket has guaranteed or may hereafter guarantee the payment of interest on a part or the whole of the said \$100,000 of the first mortgage bonds of the lessor, and whereas it is provided in section four of an ordinance of said city of Woonsocket, approved Sept. 26, 1890, amending chapter 38 of the ordinances of the city, entitled "An ordinance in relation to the city's guaranty of the payment of the interest on the bonds of the Woonsocket and Pascoag Railroad Company," approved April 16, 1890, as follows : —

"*Section 4* Section seven of said chapter 38 is hereby amended to read as follows : Section 7 In order to insure the city against all loss, expense or charges by reason of its guaranty of interest upon said bonds, said railroad company shall make, execute and deliver a mortgage or mortgages to the Rhode Island Hospital Trust Company of Providence, R. I., trustee ; said mortgage or mortgages shall be a first mortgage or mortgages upon the railroad of said company, its franchises and all appurtenances of such railroad ; they shall be of such kind and shall be given at such time or times as may be determined upon by the committee on city debt, and shall be approved by the counsel appointed by the city ; and should the Woonsocket and Pascoag Railroad Company lease its line and property for a term of years, provision shall be made in said lease that the said lessee shall in addition to the guaranty of the said Woonsocket and Pascoag Railroad Company assume the obligation to protect the city of Woonsocket by paying to the trustee herein named the interest on said bonds as it becomes due."

NOW THEREFORE the lessee further covenants that it will assume the obligation hitherto entered into by the lessor to protect the city of Woonsocket from any loss by reason of said city's guaranteeing the payment of the interest on said bonds, and that it will pay to the said trustee, its successors and assigns, the said interest on said bonds as it becomes due.

Thirteenth. Each and all of the preceding covenants, agreements and stipulations shall mutually bind and inure to the benefit of the parties hereto, their and each or their successors and assigns.

IN WITNESS WHEREOF the parties have caused these presents to be signed by their respective officers and their respective corporative seals to be hereunto affixed the day and year first written above.

THE WOONSOCKET AND PASCOAG RAILROAD COMPANY,

[SEAL]

By OSCAR J. RATHBUN, *Prest.*

JAMES P. RAY, *Treas.*

President and Agent.

Signed, sealed and delivered in presence of

ROBERT D. WESTON-SMITH.

JOHN H. PEARSONS.

THE NEW YORK AND NEW ENGLAND RAILROAD
COMPANY,

[SEAL]

By JAMES W. PERKINS,

Secretary and Agent.

Approved :

CHARLES HOWARD,

Gen'l Manager.

STATE OF MASSACHUSETTS.

SUFFOLK, SS.

At Boston in said county and State this fourteenth day of March, 1891, personally came before me Oscar J. Rathbun, President and Agent in this behalf of the Woonsocket and Pascoag Railroad Company, and acknowledged the foregoing instrument by him signed in the name and on the behalf of the said company to be his free and voluntary act and deed in his said capacity of President and Agent and the free and voluntary act and deed of said Woonsocket and Pascoag Railroad Company.

In testimony whereof, witness my hand and official seal the day and year aforesaid.

[SEAL]

ROB'T P. CLAPP,
Notary Public.

STATE OF MASSACHUSETTS.

SUFFOLK, SS.

At Boston, in said county and State, this fourteenth day of March, 1891, personally came before me James W. Perkins, Secretary and Agent in this behalf of the New York and New England Railway Company, and acknowledged the foregoing instrument by him signed in the name and on the behalf of said company, to be his free and voluntary act and deed in his said capacity of President and Agent, and the free and voluntary act and deed of the New York and New England Railroad Company.

In testimony whereof, witness my hand and official seal the day and year aforesaid.

[SEAL]

ROB'T P. CLAPP,
Notary Public.

At a meeting of the stockholders of the Woonsocket and Pascoag Railroad Company, holden on Monday, March 16, 1891, it was unanimously voted:—

That the lease of the Woonsocket and Pascoag Railroad to the New York and New England Railroad Company, signed by the President and Treasurer of the Woonsocket and Pascoag Railroad Company, also by James W. Perkins, Secretary of the New York and New England Railroad Company, and approved by Charles Howard, General Manager of the New York and New England Railroad Company, as per votes of the above corporations, be approved, ratified and confirmed.

Attest:

FRANCELLO G. JILLSON,
Clerk.

At a meeting of the stockholders of the Woonsocket & Pascoag Railroad Company, holden on Monday, March 9, 1891 (the entire capital stock being represented), it was unanimously voted:—

That the President and Treasurer be and hereby are authorized and instructed to execute on the part of this corporation such lease of its railroad as they may approve, upon the basis that the lessee shall pay to the lessor five per cent. per annum upon one hundred thousand dollars of its first mortgage bonds, and five per cent. per annum upon its capital stock of two hundred thousand dollars.

[SEAL]

Attest:

FRANCELLO G. JILLSON,
Clerk.

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